Appendix 1

Local Transport Plan – Transport Strategy – 2011-2026

Contents

Executive Summary

Darlington's Third Local Transport Pan, sets out a transport strategy for the next 15 years (2011-2026) to support the delivery of One Darlington: Perfectly Placed, Darlington's Community Strategy. The Plan integrates with the Local Development Framework Core Strategy, which is the spatial expression of the Sustainable Community Strategy, whilst supporting key strategies to

1. grow the local economy and increase the prosperity of local people;
2. reduce inequalities, in particular for health outcomes;
3. improve the quality of the Place and the physical environment, thus improving the quality of people's lives;
4. develop a lower carbon transport system.

The Plan sets out the context both in terms of Darlington's position as the Gateway to the Tees Valley, as well as through its significant economic relationships with North Yorkshire and County Durham.

The Plan sets out a number of key outcomes that it seeks to achieve, namely that

1. Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network;
2. Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
3. People live long, healthy and active lives, travelling safely and making active travel choices;
4. Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities; and
5. People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system

The Plan also highlights the challenges that Darlington faces and the potential implications of these for transport. One key challenge is to enable the Borough to develop in terms of expanding the local economy, attracting new investment in business, housing, health and leisure facilities, whilst ensuring that this is achieved in an inclusive way. One way to achieve this is to ensure that the transport is system is accessible to all, environmentally sustainable and operationally effective.

The Plan sets out the 21 policies that have been developed to address the outcomes and their associated challenges, with the rationale behind the choices made. The analysis involved in this process has been used to inform the priorities for the delivery of the policies through implementation plans, that are tailored to the funding timescales. The first implementation plan is for four years and is based on a Government funding announcement in December 2010.

The implementation plan also includes the detail of how the Plan will be monitored and reviewed over time.

An Equalities Impact Assessment, a Disability Impact Assessment, a Strategic Environment Assessment and a Habitats Regulation Assessment have been carried out for the Plan.

The Plan incorporates a number of existing "daughter" strategies, including many that were developed for, or during, the implementation of the Second Local Transport and which are deemed to be still relevant. These will be formally incorporated, as part of the process for adopting the Third Local Transport Plan.

Chapter 1

Introduction

National context

1.1.   The Local Transport Planning process has, by common consent, brought about a step change in the way that local authorities plan strategically for transport in their areas. The Local Transport Plan is a vital tool to help the local authority strengthen its place-shaping role and its delivery of services to the community in the context of the Sustainable Community Strategy. Good transport is a vital factor in building sustainable local communities and contributing to the achievement of stronger, safer communities, healthier lifestyles, equality and social inclusion. Good transport can protect and enhance the environment whilst supporting both the local and national economy.

1.2.   The Transport Act 2000 (amended by the Local Transport Act 2008) sets out the duty to develop the next Local Transport Plan in time for April 2011. It must include a Transport Strategy and an Implementation Plan (rolling programme of schemes and initiatives with identified sources of funding). A Ministerial announcement[1] was made in July 2010 confirming that the Government continues to support Local Transport Plans as the best way for authorities to plan transport strategy and delivery, in particular reflecting the local challenges, choices and priorities.

1.3.   The guidance[2] stated that each Local Transport Plan should set out how local policies and programmes will contribute to the national transport goals[3] which take account of transport's wider impact on climate change, health, quality of life and the natural environment. Nationally we want a transport system:

- to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- to **contribute to better safety, security and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and

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[1] Speech by Norman Baker MP and Transport Minister, Local Transport Today Conference, 20th July 2010; confirmed in writing by Department for Transport, 9th August 2010.
[2] Guidance on Local transport Plans, DfT, July 2009.
[3] Delivering a Sustainable Transport System: Consultation on Planning for 2014 and beyond, DfT, November 2008

- to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

1.4 Since the initial phases of development of the Third Local Transport Plan (LTP3) which started in 2009, the national context for the development of the Plan has changed significantly. The election in May 2010 saw a change of Government and therefore the previous national transport strategy[4] has been put to one side. The Transport Minister has highlighted that the key overarching policies are to *grow the economy* and *tackle carbon emissions*, whilst not neglecting other important priorities such as road safety, affordability, accessibility and people's health and wellbeing. There is an emerging theme around sustainability – that transport solutions should not just be sustainable in terms of their environmental benefits in reducing carbon emissions, but should also be fiscally and economically sustainable (affordable to the taxpayer and compatible with the economic growth agenda).

1.5 The Comprehensive Spending Review in October 2010 gave a clearer indication of national transport priorities and where funding will be allocated going forward, based on the two key policy drivers of the economy and carbon emissions. The 26 separate grant schemes have been reduced to just four:
- A Local Sustainable Transport Fund
- Major Schemes
- Highways maintenance
- Integrated Transport Block

1.6 The Department for Transport's (DfT) Business Plan 2011-2015 sets out the national vision for transport as follows:

'Our vision is for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities. By improving the links that help to move goods and people around, and by targeting investment in new projects that promote green growth, we can help to build the balanced, dynamic and low-carbon economy that is essential for our future prosperity.'

1.7 The priorities are:
- Deliver the Coalition's commitments on high speed rail
- Secure our railways for the future
- Encourage sustainable local travel
- Tackle carbon and congestion on our roads
- Promote sustainable aviation

1.8 The Decentralisation and Localism Bill[5] also proposes an increasing devolution of decision making to local people. The DfT will no longer micromanage - funding for transport will no longer be split into

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[4] Delivering a Sustainable Transport Strategy, DfT, November 2008
[5] Decentralisation and Localism Bill, Queens Speech, 25th May 2010.

numerous complex streams and local traffic management schemes will no longer be required to have central government approval. The LTP should therefore reflect local challenges and local solutions. This enables other local priorities for transport (and the wider policy agenda) to be reflected in the LTP. Indeed these may change over time and will need to be reflected in future reviews of the Plan.

1.9 Local Transport Funding allocations were announced on 13 December 2010 and these have been used to develop the Implementation Plan. Final funding allocations have been announced for 2011/12 and 2012/13 and indicative allocations for the following two years. Darlington benefits from the continuation of its major scheme funding – the Tees Valley Bus Network Improvement scheme and an increase in funding for maintenance in the short term. However the funding for smaller scale improvement schemes has been reduced by over 50%. Following consideration of the guidance, it is likely that Darlington will submit a bid to the Local Sustainable Transport Fund, to continue and build on the success of the Sustainable Travel and Cycle Demonstration Town projects.

Determining the Scope of the Plan

1.10 The five Local Authorities in the Tees Valley (Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton on Tees) have a strong tradition of joint working. This has been demonstrated through the Tees Valley City Region Business case (2006) culminating in the development of a Multi Area Agreement signed off by Government in July 2008. In September 2010 a Tees Valley Local Enterprise Partnership proposal was submitted to Government, clearly setting out how the public, private and voluntary and community sector have a role to play in achieving the two ambitions of '***driving the transition to a high value low carbon economy***', and '***creating a more diversified and inclusive economy***'.

1.11 This joint approach for transport was established in the development and implementation of the Second Local Transport Plan. It has succeeded in securing additional funding from the DfT for the Tees Valley Bus Network Improvement scheme and for the implementation of the first phases of a Metro proposal for the Tees Valley rail network.

1.12 However it is recognised that each local authority area has very different local needs, with differences in the economic, social, political and environmental make up of each area. Travel into and out of Darlington also involves trips between the Borough and North Yorkshire and County Durham. It has therefore been agreed that each Local Authority will produce its own Local Transport Plan to meet local needs, but will reflect the Tees Valley Transport Strategy within it, as well as the economic, social and transport strategic plans for its other neighbouring authorities. Local authorities will work together on joint schemes when it is sensible to do so to meet social, economic or

environmental goals, in particular reflecting the travel patterns of local people across borough boundaries.

1.13 Darlington's Local Transport Plan will cover the period 2011-2026 in line with the Local Development Framework.

Process for developing the Plan

1.14 We have followed the process to develop this Local Transport Plan, as recommended by Eddington and set out in the guidance[6] issued by the Department for Transport (DfT), as follows:

- Clarify goals
- Specify the problems or challenges the authority wants to solve
- Generate options to resolve these challenges
- Appraise the options and predict their effects
- Select preferred options and decide priorities
- Deliver the agreed strategy

1.13 In developing and monitoring the Plan, a number of statutory assessments have been undertaken, which have formed an integral part of the decision-making. Extensive consultations with local people and stakeholders; involvement of the Local Strategic Partnership; and examination by the Economy and Environment Scrutiny Committee have all guided the development of the Plan.

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[6] Guidance on Local Transport Plans; Department for Transport; July 2009

Chapter 2

Travel to and from Darlington

2.1. The Tees Valley is one of two city regions at the heart of the North East of England. The Tees Valley consists of five local authority districts - Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton-on-Tees – and has a sphere of influence that extends into parts of neighbouring County Durham and North Yorkshire. The Tees Valley and its wider sphere of influence has a population of around 875,000, of which more than 650,000 live in the five Tees Valley local authority areas. (See **Figure 1**)

Figure 1 – the five authorities of the Tees Valley and key transport links

2.2. Tees Valley Unlimited (TVU), a partnership between the five Tees Valley Local Authorities, local regeneration agencies and business leaders, has mapped out its vision for the Tees Valley through its Economic and Regeneration Statement of Ambition[7], complemented by The Tees Valley Economic and Regeneration Investment Plan which provides the detailed delivery plan for priority transport, economic regeneration and housing investments.

2.3. The Tees Valley is home to the largest integrated heavy industrial area in the UK, containing petrochemicals, energy and industrial biotechnology plants of a world scale, the fourth largest port in the UK, a steel industry specialising in construction steels, a world class advanced engineering industry[2], regenerated town centres and new educational infrastrcuture.

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[7] Tees Valley Unlimited Economic and Regeneration Statement of Ambition

2.4. Each of the centres has its own strengths. These include the market town and mainline connectivity of Darlington, the marina facilities and business incubation space in Hartlepool, the cultural and retail facilities and Teesside University in Middlesbrough, the rural and coastal splendour of Redcar & Cleveland and the engineering companies and business connectivity of Stockton[8].

2.5. From this foundation, going forward the two key ambitions are to ***drive the transition to a high value low carbon economy***, and to ***create a more diversified and inclusive economy.***

2.6. The Statement of Ambition sets out a clear vision for the Tees Valley, one that responds to its economic geography and builds on the strengths of each economic centre. As each centre builds on its strengths, it is clear that good transport within and between the centres of activity is vital, be they town centres or industrial complexes, in order that people can access the range of economic, educational and service opportunities that 21st Century living demands. In the Tees Valley the link between transport and economic growth and regeneration has also been recognised for some time.

The Tees Valley Transport Challenges

2.7. Key local authority, business and other public sector leaders in the Tees Valley, through the TVU Transport Advisory Panel[9], have prioritised three transport challenges, based on the national transport challenges in place prior to May 2010. The three challenges are entirely consistent with the Coalition Government's primary goals for transport.

2.8. These commonly agreed challenges have been confirmed by Transport for Tees Valley, and are:

- Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks;

- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures; and

- Improve the connectivity and access to labour markets of key business centres.

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[8] Tees Valley Unlimited Economic and Regeneration Statement of Ambition
[9] Comprising Cabinet Members and Senior Officers from the Local Authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees, as well as representatives of Government Office North East, One North East, the Association of North East Councils (ANEC), the Highways Agency, Network Rail, the Environment Agency, PD Ports (as owners of Teesport), Peel Holdings (as owners of Durham Tees Valley Airport), the North East Chamber of Commerce (NECC), the Confederation of British Industry (CBI), Arriva, Stagecoach, Northern Rail, Durham County Council and North Yorkshire County Council

2.9.   The evidence[10] supporting these three challenges has been examined in detail and has identified a number of detailed issues, which in turn have influenced the identification of options to tackle the transport challenges within the Tees Valley. The three challenges are considered in the sections that follow this introduction and can be summarised as follows:

- Resilient Network Connectivity;

- Access to Employment; and

- Reducing Carbon Emissions.

Transport Challenges in County Durham

2.10   County Durham's Economic Strategy[11] highlights the Bishop Auckland – Darlington Corridor as one of 5 areas in its spatial framework for economic regeneration. It contains the main towns of Bishop Auckland, Newton Aycliffe, Spennymoor and Shildon and forms an important gateway to the County, located and linked along a strategic road and rail corridor. Newton Aycliffe industrial estate already accomodates 10,000 manufacturing jobs and the area is a priority for housing development. The area has strong labour market, housing market and transport connections with Darlington and the Tees Valley, affording opportunities for complementary economic growth.

2.11.   The issues mirror those in the Tees Valley i.e. to accommodate the growth in housing and employment in a way that is sustainable, minimising the growth in car trips, and maximising the use of public transport, including the Bishop Line. The 3 challenges identified for the Tees Valley also apply to travel to and from County Durham.

Transport Challenges in North Yorkshire

2.12   There are important links between Darlington and North Yorkshire (especially between Darlington, Richmond and Catterick Garrison), particularly as many of the services and employment opportunities for residents in North Yorkshire are located in Darlington. As these trips contribute to traffic levels in and around Darlington, the challenge is to retain good accessibility to services and facilities in Darlington by public transport, minimising carbon emissions where possible. In addition Darlington provides a key station on the rail network, with higher service frequencies than Northallerton.

2.13   North Yorkshire attracts large numbers of motorcyclists onto its roads and road safety is therefore a key issue. A separate challenge is to educate Darlington residents on road safety issues, particuallry for 'at risk' groups.

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[10] North East Transport Priorities Evidence Review, JMP for ONE North East, August 2008; Delivering a Sustainable Transport System - Submission to the DfT from the North East Region: Strategic Priorities and Work Programme, Arup, June 2009; Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009
[11] County Durham Economic Strategy 2008-2013, County Durham Economic Partnership, November 2008

2.14 The same threee challenges therefore apply, with more emphasis on improving the journey experience, including the interface with national networks and improving the connectivity and access to labour markets of key business centres.

Challenge 1 - Resilient Network Connectivity

2.15 This challenge to "improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national and international networks", comprises issues on two levels, namely:

- Travel patterns and journey experiences on urban, regional and local passenger networks that provide local accessibility for a range of purposes (and are therefore closely related to the second challenge on access to labour markets); and

- Freight and passenger movements to and from national and international gateways.

2.16 Good international and national linkages are important as the Tees Valley economy grows. Some of the industries are, as noted earlier, nationally important, and good rail and road connectivity into and beyond the Tees Valley is fundamental to the growth and continued success of these industries.

Current Position

2.17 The economic geography and peripheral nature of the North East region as a whole is one of the greatest challenges faced by the region. This holds true for the Tees Valley.

2.18 Maintaining and improving transport links to London is important to help capture potential productivity benefits. Recent work commissioned by ONE[12] confirmed that improved links to other city regions would provide economic benefits to the North East. This indicates that there is an economic advantage of the location of Darlington within two and a half hours travel time of two national capitals, and the connections to the Leeds city region are also identified as being particularly important. ODPM research on core cities[13] asserts "that an indication of physical connectivity is given by the fastest available journey times to London by rail".

2.19 An earlier ONE report[14] demonstrated that international airports represent vital pieces of modern infrastructure that contribute to the competitiveness and prosperity of regions (both in terms of business and inward tourism). Whilst Durham Tees Valley Airport (DVTA) has in common with other regional airports seen a decline in passenger numbers, retention and modest growth of existing markets in the future

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[12] North East Transport Priorities – Evidence Gaps Study, Steer Davies Gleave for ONE North East, 2009
[13] State of the English Cities, ODPM, 2006
[14] North East Transport Priorities Evidence Review, JMP for ONE North East, 2008

is important for the Tees Valley. In particular the Amsterdam flight is fundamental to the service provided from DVTA as the connectivity provided by access to a major international hub is vital to local business and therefore to the core market for the airport. However the region would also benefit from the reinstatement of a direct link to Heathrow Airport.

2.20 Located on the East Coast Main Line, Darlington is the main interchange hub in the Tees Valley for national and inter-regional rail connections, making it a 'gateway' for rail journeys into and out of the Tees Valley. Rail patronage on routes to and from the Tees Valley highlights the importance of this key main line link with over 360,000 annual return trips from Darlington to London stations[15]. Strategic rail connections to Scotland, the Midlands and South West and to Leeds and the North West are also offered from Darlington.

2.21 However, in comparison to its excellent north-south connectivity, Darlington is relatively inaccessible from other key centres within the Tees Valley. Journey times to Darlington from Middlesbrough and Stockton (as adjacent key centres) are relatively poor, taking between 40-60 minutes[16], compared to a journey time of 19-23 minutes for car travel[17]. There are currently no direct train services from Stockton to Darlington – passengers have to change at Thornaby station, a journey which would take between 35 and 50 minutes. This relatively poor east-west connectivity by rail within the Tees Valley impacts on the external connectivity of the Tees Valley as a whole, reducing the attractiveness of the excellent north-south links from Darlington to potential users from the rest of the Tees Valley. Capacity issues at Darlington are currently acting as a constraint to enhancing these local rail links.

2.22 Given the predicted increase in car ownership in the Tees Valley, this advantage of car journey times could generate increased trips on the road network. Therefore, it is imperative that rail services are enhanced, to ensure that rail is a competitive alternative and that increasing demand for travel does not result in increasing levels of car trips within, to and from the Tees Valley.

2.23 To the west, the Bishop Line provides rail services between Bishop Auckland and Darlington. The service is quick and provides a through service to Middlesbrough, but the timetable and frequency of services need enhancment, as do the stations, especially North Road and Bishop Auckland Stations.

2.24 Besides high fares, rail passengers in the region consider train capacity, punctuality of trains and availability (frequency) of trains to be below expectations. Recent research[18] reported that service

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[15] Office of Rail Regulation / Northern Rail LENNON 2009/10 data
[16] Accession output, including walk time between town centres and stations and any wait times
[17] AA online route planner, accessed October 2010, does not include walk time from car park to destination
[18] North East Strategic Connections, Aecom for ONE North East, May 2010

availability on Sundays, early in the morning and late in the evening is often poor. This evidence emphasises the importance of a number of factors in ensuring the competitiveness of rail, with not only journey times, but increased frequency, better information, better interchange, and other journey experience issues also to the fore.

2.25   Rail loading gauge clearance is a key constraint for rail freight movements to and from Teesport, the important international gateway that is fundamental to the economy of the Tees Valley, and on the UK rail network beyond.

2.26   Teesport is by some margin the most important port in the North East, and in 2009 the fourth most important port by goods lifted in the UK. Teesport is not only an important asset to the local Tees Valley economy, but represents a significant regional and, indeed, national asset.

2.27   There is a significant opportunity and justification for the development of a deep-sea container terminal in the north of England. To realise the full potential of this opportunity, PD Ports is developing a £300 million deep-sea container terminal on the south bank of the River Tees, which will be known as the Northern Gateway Container Terminal (NGCT).   However, this proposal to expand the container side of the port's operation raises fundamental issues regarding freight access to and from Teesport.

2.28   Container traffic being transported by rail (rather than by road) is not only consistent with the UK's sustainability aims, but is also much more cost-effective for freight operators. However, there are severe constraints for unitised (i.e. container) traffic that prevents full access between Teesport and the East Coast Main Line (ECML) and beyond. The problem lies in the present rail gauge clearance limitation on potential routes to the ECML and on the ECML itself. To ensure that the potential for rail freight for unitised traffic through Teesport is developed, W9[19] loading gauge clearance on rail links can be tolerated economically, but W10 clearance is optimal[20]. **Figure 2** below shows current rail gauge clearance, illustrating that the local rail network linking Teesport to the national rail network has gauge clearance no better than W8 at present, and the ECML itself is only W9.

Figure 2 - Tees Valley rail network -current gauges

[19] The W9 gauge allows small deep-sea containers and restricted European containers and swap-bodies.
[20] W10 gauge accommodates 9'6" deep-sea containers
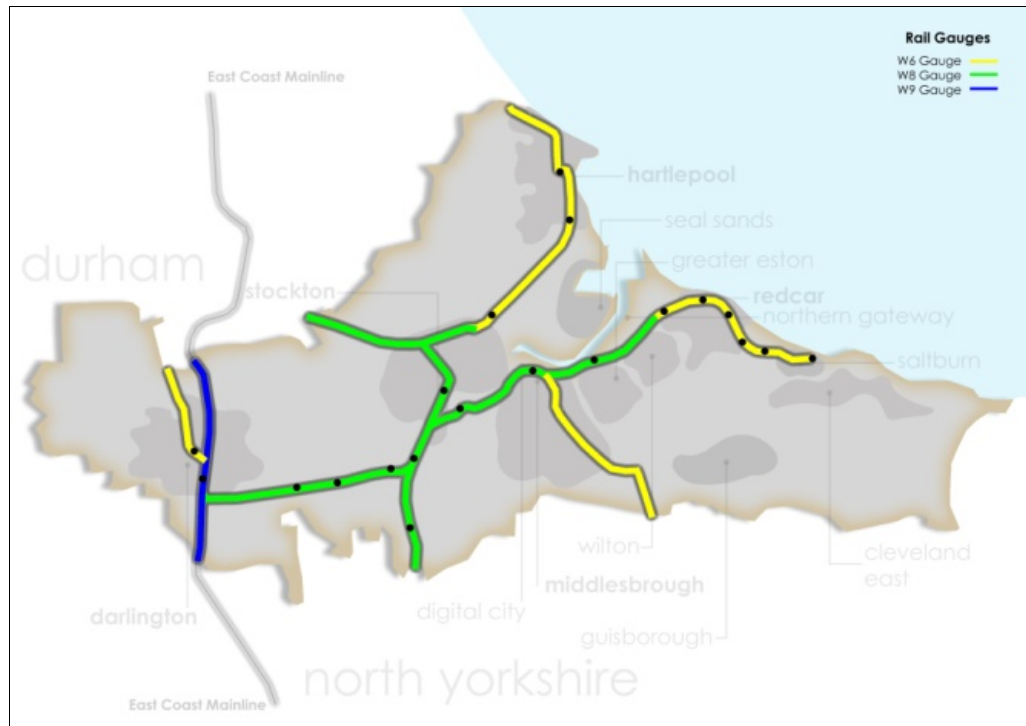
2.29   Rail gauge clearance is not an issue isolated to local level in the Tees Valley. The national network is just as important, given the wide marketplace for Teesport across the whole of northern England and Scotland. It is therefore critical to ensure that the wider network is also of adequate gauge.

2.30   The main north-south road links to the Tees Valley are provided by the A1(M), a key national motorway network link for the west of the City Region, while the east of the City Region is served by the A19(T). The main east-west links are provided by the A66(T) and A174(T).

2.31   The Tees Valley will continue to work in close partnership with the Highways Agency to deliver an agreed network management strategy to ensure that the network remains fit for purpose.

2.32   Aggregated traffic flow data indicate that traffic levels rose steadily from 2000 to about 2004 across the Tees Valley. This trend follows the economic growth experienced in this period, with more trips accessing the Tees Valley in general, and specifically in key employment growth areas (such as Darlington and Hartlepool). Since 2004, traffic levels have remained broadly static, with a combined growth in traffic of around 11% over the decade.

2.33   Whilst the Tees Valley does not suffer from widespread traffic congestion to the same extent as some other city regions, there is congestion on localised sections of the local and trunk road networks. This congestion could hinder access to some areas and impact on the distribution of goods, potentially stifling regeneration proposals.

2.34   This includes a build up of trips on a number of radial routes leading to
        Darlington centre and rail station, with potential negative implications
        for access to this important gateway to the Tees Valley. If congestion
        in the Tees Valley worsens, there is a risk that this could ultimately
        stifle economic growth.

2.35   Strategic highway modelling work focussed on the Tees Valley[21] shows
        that current congestion is focused on the strategic road network with
        specific problems summarised as:

        •   A19 Tees Viaduct and Stockton Road Interchange with A66;

        •   A66 particularly through Middlesbrough and Stockton;

        •   A19/A689 Wolviston Interchange;

        •   A174/A1053 Greystone Road network, the key route to and from
                 Teesport and the industrial and petrochemical centres; and

        •   Darlington radial routes.

2.36   **Figure 3** is a network map from the Tees Valley TRIPS model,
        showing the 2010 morning peak hour. This illustrates a number of the
        issues highlighted.

        Figure 3 – network map for the Tees Valley
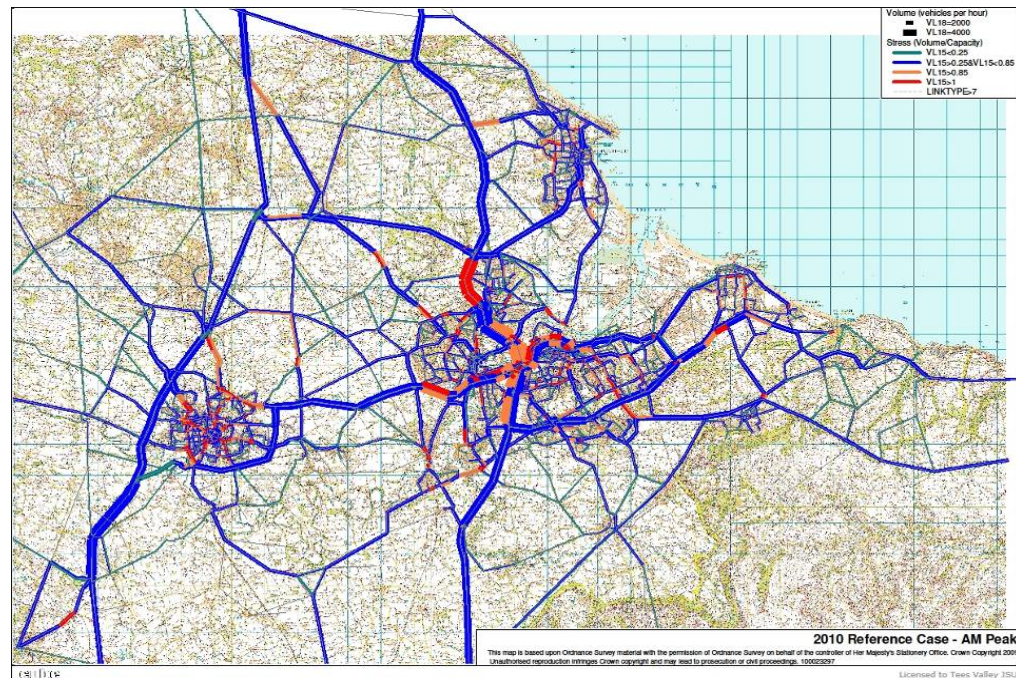
Key Issues

2.37 The evidence on current use of, and the quality of journey experience on, the transport networks in the Tees Valley leads to the following issues being identified:

- The importance of links to London and other city regions, and the role that Darlington can play as the gateway to the Tees Valley, especially for rail services;

- The importance of Teesport and good road and rail connections to the port, including on wider national and regional networks, as well as good direct local access.

- The threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increases in congestion and other adverse impacts from growing car use, including environmental impacts;

Future Transport Needs

2.38 The Tees Valley Metro project continues to be the main focus for future rail enhancements in the area. The key long term outcomes that Tees Valley Metro will deliver are:

- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day - compared with 30 - 60 minutes today;

- Darlington to Saltburn end-to-end journey time of no more than 48 minutes – compared with 53 minutes today;

- Additional tracks to provide sufficient capacity to meet the demands of the next 20 – 30 years, including freight movements;

- A new station at Durham Tees Valley Airport, replacing the existing Teesside Airport station;

- Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;

- Improvements to existing stations; and

- Newer, lighter trains.

2.39 Enhancements to the Bishop Line to increase service frequency, improved timetabling and enhancements to existing stations. This will be achieved through lobbying for service imporvemenst as aprt fo the franchise negotiations and partnership working, fostered by the Bishop Line Community Rail Partnership.

2.40   There are a number of critical rail infrastructure improvements within the rail investment Control Period 4 to 2014 that will benefit businesses and communities within the Tees Valley. Funding is a consistent barrier to delivery of many of these improvements, which include W9 and W10 gauge clearance from Teesport to ECML.

2.41   In addressing issues on the strategic road network, £3.9 million of funding has been secured towards the delivery of the first phase of the Network Management Strategy, which will see the Highways Agency install traffic lights at five entry slip roads along the A19 and A66. The Highways Agency will need to work with the local authorities to secrue further funding for improvements such as enhancements to junctions on the A66 around Darlington.

2.42   The five Tees Valley Authorities have also worked with the Highways Agency and transport operators to develop an overall strategy for building up an Urban Traffic Management and Control (UTMC) system that will support the area's future transport needs. The base system is expected to be operational in 2011.

2.43   In addition to this we will:

- Promote the enhancement of bus and coach networks. The Tees Valley Bus Major Scheme (included in detail within Chapter 4) aims to deliver improvements to the journey experience of bus users and will provide an urban network which interfaces with other national & international networks; options to improve coach facilities should be considered at individual local authority level; and

- Promote the enhancement of cycling and walking networks, including their use for shorter journeys and integration with bus and rail networks for longer journeys.

Challenge 2 - Reducing Carbon Emissions

2.44   National transport policy under the Coalition Government has signalled the importance of both technological improvements and behavioural change in reducing carbon emissions from transport[22].At the same time plans should include measures to mitigate against the potential impacts of climate change on transport infrastructure[23].

Current Position

2.45   In 2007, most emissions in the Tees Valley (4 million tonnes, or 59% of total emissions) came from industry[24].(See **Figure 4**). A revised Tees Valley Climate Change Strategy, published in 2010, sets a target of a 21% reduction in carbon emissions by 2020 against a 2005 baseline.

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[22] Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit
[23] North East Climate Change Adaptation Study, Royal Haskoning for sustaine, 2008
[24] UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009

This will align the strategy and action plan with the Climate Change Act 2008.

Figure 4 – carbon emissiosn by sector by region, 2007
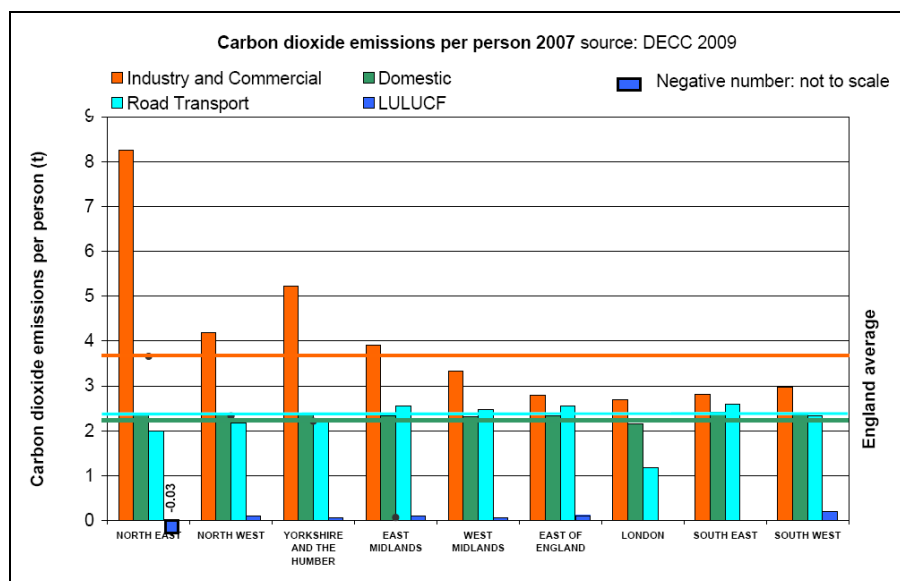
Note: LULUCF represents land use, land-use change and forestry

2.46   Whilst current emissions from road transport are comparatively small compared to those from other sectors (1.3 million or 18% of total)[25], it is important not to ignore the contribution that transport makes, a contribution that will represent a greater proportion of emissions over time as programmes to reduce emissions from industry take effect.

2.47   The use of private vehicles (diesel and petrol cars) accounts for 65% of total road transport emissions. As car ownership is forecast to increase significantly, carbon emissions from transport will become increasingly important to manage.

2.48   There are a range of measures that will contribute to reducing carbon emissions from transport. The 2009 Carbon Reduction Strategy for Transport[26] stresses that whilst technological and efficiency improvements are important, travel behaviour programmes to encourage greater use of more sustainable (low carbon) travel options are fundamental.

2.49   Such technological improvements include the use of electric and low emission vehicles; the development of a recharging network for such electric and plug-in hybrid vehicles; the development of sustainable biofuels and alternative fuel sources; and improved broadband coverage to help reduce the need for travel.

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[25] Tees Valley Climate Change Strategy 2010-2020, utilising 2005 data from Department of Energy and Climate Change
[26] Carbon Reduction Strategy for Transport, Low Carbon Transport: A Greener Future, DfT, July 2009

2.50　Cultural and behavioural change is fundamental to achieving the reductions in carbon emissions necessary, whether that is in changing travel behaviour itself to the use of active travel modes and lower emission modes such as clean public transport, or influencing driving behaviour through applying "eco driving" techniques or enforcing speed limits.

2.51　A wide range of measures aimed at influencing travel behaviour and cultural change are now firmly established in the main stream of transport planning in the UK and are often referred to as Smarter Choices, after the report of that name[27] Estimations based on household surveys suggest that the Sustainable Travel Towns programme (implemented in Darlington, Peterborough and Worcester) resulted in annual per capita carbon savings of roundly 50kg of carbon dioxide in 2008, compared to 2004[28]. Whilst this figure only reflects reductions in car driver distance on journeys of less than 50km, it is equivalent to a reduction in UK average annual per capita emissions from car driving of approximately 4.4% for journeys of all lengths.

2.52　Necessarily this section focuses on the reduced levels of CO_2 from transport that can be delivered through such programmes. It is however important to emphasise that targeted programmes of Smarter Choices measures can deliver a range of improved outcomes across the community, including individual and community wide health benefits from increased walking and cycling, local environmental benefits, and a range of equity and social justice benefits.

Key Issues

2.53　The evidence on carbon emissions from transport shows:

- Surface water flooding will be a major concern on highway networks, whilst extreme temperatures could lead to cracking and pot-holing of road surfaces. Road closures will cause more frequent disruption to network users. Moreover, delays on the local road network due to extreme weather conditions will also have a detrimental impact upon the reliability of scheduled bus services.

- Rail services could be affected by storms, as a result of blown debris and leaf litter falling onto tracks, or by expansion and contraction in extremes of temperature. Station building structures could be damaged by flood events or by strong winds or lightning strikes. The rail network is particularly vulnerable to flooding in a few key locations in the Tees Valley.

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[27]Cairns, Sloman, Newson, Anable, Kirkbride and Goodwin, Smarter Choices – Changing the way we travel, DfT, July 2004
[28] Sloman, Cairns, Newson, Anable, Pridmore and Goodwin, The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report, 2010

- The private car is responsible for the majority of carbon emissions from land based travel, and trends suggest that transport is the one sector where carbon emissions continue to rise. Options need to address the threat posed by rising car ownership and use on these trends

- There has been a significant record of achievement across the Tees Valley in delivering programmes of activity that promote less environmentally damaging and lower carbon forms of transport, including Sustainable Travel and Cycling Demonstartion Town projects in Darlington; and the roll-out of electric vehicle charging points through the Office for Low Emission Vehicles (OLEV) Plugged-In Places programme[1]. This needs to be exploited across the wider travel area to tackle potential to reduce trips by car and increase trips by sustainable mode.

- Revenue based activities such as travel behaviour programmes need continued funding and national policy (including fiscal incentives) needs to encourage an uptake of new technology.

- Emergency and contingency planning needs to include potential increases in disruption to transport services due to the effects of climate change and extreme weather; and 'design out' problems where possible.

Future Transport Needs

2.54   Tees Valley-wide programmes of Smarter Choices measures, on a scale akin to that delivered through the Local Motion programmes in Darlington to 2009, will provide the impetus across the Tees Valley to deliver significant travel behaviour change in support of the investment in new and improved infrastructure. This includes personalised travel planning, marketing and information, as well as workplace and school travel plans, education and training. A combination of measures are required to 'nudge' people to select more sustainable travel options, including incentives as well as disincentives. This approach needs to be sustained over a long time period as has been demonstrated in other behaviour change and public health programmes.

2.55   In addition to this we will:

- Promote a modal shift from private car to bus for local and inter-urban trips through information, marketing and incentives as part of the Tees Valley Major Bus Improvement scheme;

- Support and promote the use of electric vehicles;

- Utilise Intelligent Transport Systems and other technologies to reduce the need or distance to be travelled, and minimise the carbon emissions from private vehicle trips;

- Promote a modal shift from private car to rail for inter-urban trips as part of the Tees Valley Metro project and the development and promotion of the Bishop Line; and

- Reduce the carbon emissions from the Tees Valley bus fleet in partnership with the major bus operators, through the Bus major scheme.

Challenge 3 - Access to Employment

2.56 The economic strategy for the Tees Valley to stimulate the necessary growth and regeneration, focuses on the existing town centres, together with key employment locations in the North-South Tees axis. This will reinforce the essentially polycentric nature of the Tees Valley and will accentuate the need for good connections to, from and between the diverse labour markets and other local services.

2.57 The polycentric nature of the labour markets is shown in **Figure 5**:

Figure 5 – labour markets in the Tees Valley authorities
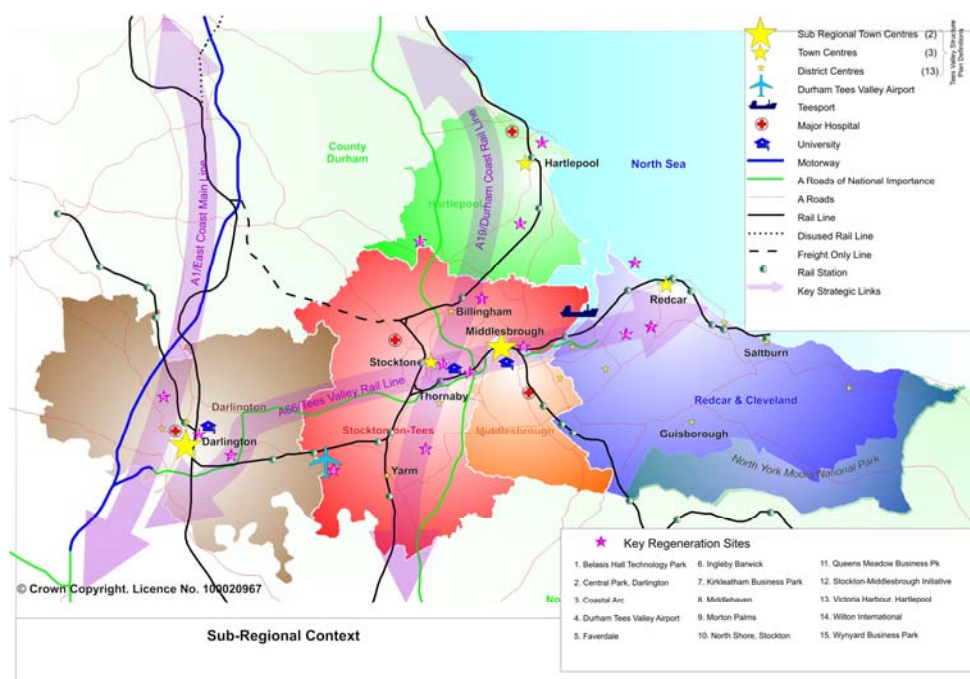
2.58 In addition County Durham has identified the Bishop Auckland - Darlington corridor as a key development area for employment and housing, reinforcing the cross boundary trip making between Darlington and County Durham to access current and future education, training and job opportunities.

Current Position

2.59   Evidence on journeys to work and peak hour trip making patterns in the Tees Valley shows that car commuting accounts for a higher proportion of journeys to work in the Tees Valley than in the North East as a whole, which is in turn at higher levels than in the UK[29]. This is despite car ownership levels in the Tees Valley being lower than the national average.

2.60   However, car ownership in the Tees Valley is forecast to rapidly increase (at a higher rate than the national average), and this gap is forecast to close significantly by 2021 when only 27% of Tees Valley households are likely to have no access to a car, compared with 34% in 2001. This compares to a figure of 23% nationally. During this time, growth in the number of 2 and 3 car households in the Tees Valley is forecast to be significantly higher than the national average as car ownership grows from a low base[30].

2.61   This signals the threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.

2.62   It is also important to remember that this leaves a quarter of households without access to a car, and therefore in order to access education, training and employment there need to be suitable alternatives.

2.63   Evidence suggests that approximately 90% of the Tees Valley's workers live in the Tees Valley and that each centre is relatively self-contained, with high levels of trip making being confined within each district[31]. More recent evidence from the Tees Valley TRIPS model, (which includes updated data from more recent surveys over the last decade), demonstrates that this high level of self-containment of trips in the Tees Valley remains, and specifically a strong degree of self-containment within the individual authority areas themselves. There are also significant numbers of commuter trips between County Durham and Darlington and to a lesser extent North Yorkshire. See **Figure 6**.
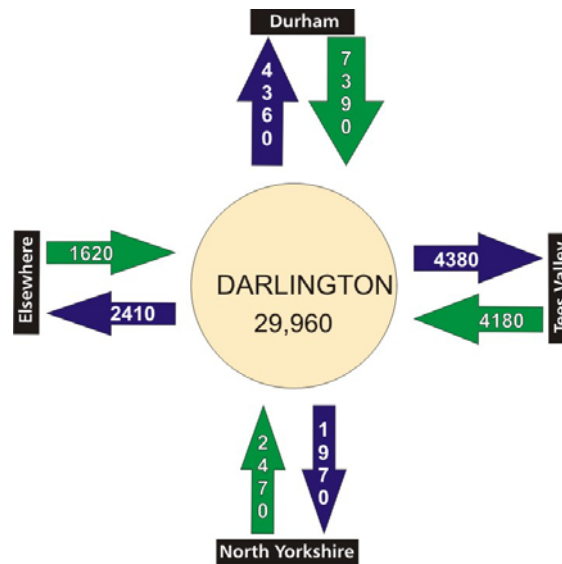
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[29] Department for Transport, National Travel Survey 2007-2008
[30] Connecting the Tees Valley – The City Region Transport Strategy, 2007
[31] ONS, Census 2001

Figure 6 - Travel to work trips

2.64 Approximately 90% of the cross boundary travel to work trips are made by car, whereas within Darlington there is less reliance on the car (only 54%[32]) and signficant numbers of people walk (16%), travel by bus (12%) or work at home (12%).

2.65 In order to ensure that everyone has access to employment opportunities and to minimise the impact on the highway network from increasing car ownership and further land use development, there will need to be a focus on local bus and rail services for inter-urban commuting, and all sustainable modes for shorter commutes. There also need to be integration between spatial planning and transport planning to promote the development of employment sites at existing transport hubs where possible.

2.66 The lack of a single dominant commercial centre has made it more difficult in the Tees Valley than elsewhere to create and sustain viable bus networks. As a consequence, the bus network across the Tees Valley is not particularly well co-ordinated, a characteristic resulting from a history of piecemeal network development. Bus punctuality across the Tees Valley is also declining and performance falls short of the Traffic Commissioners' desired performance of 95% of buses being on time. There is a complex range of operator-exclusive and multi-operator tickets available to public transport users in the Tees Valley, making it difficult to promote options, creating confusion and detering potential passengers.

2.67 The Bishop Line (Darlington to Bishop Auckland) and Saltburn Line (Darlington – Saltburn) provide local rail services across the Tees Valley and into County Durham. There has been increasing patronage over the last decade at the stations along the line, and research on the

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[32] ONS, Census 2001

Bishop Line shows that it is used by commuters and students. The services are relatively quick, even compared to car travel, and value for money. However connectivity across the Tees Valley, especially between Stockton and Darlington is poor and service frequency needs to be increased. The journey to and from the station also neds imporving in many cases with poor infrastructure and intechange with local bus services.

2.68   Examination of current accessibility levels by public transport (accounting for both bus and rail) suggests that a number of the existing major centres have relatively poor public transport connectivity to other labour markets within the Tees Valley.

2.69   Due to their relative location on the periphery of the Tees Valley, Darlington and Hartlepool in particular have relatively poor public transport connectivity to other labour markets within the Tees Valley. **Figure 7** illustrates Darlington's poor connectivity to other labour markets in the Tees Valley, with only journeys from the surrounding urban area involving a travel time of 20 minutes or less (which is what reasonably can be described a 'good access').

Figure 7 – public transport travel times to Darlington – areas indicated in green have travel times of 20 minutes or less
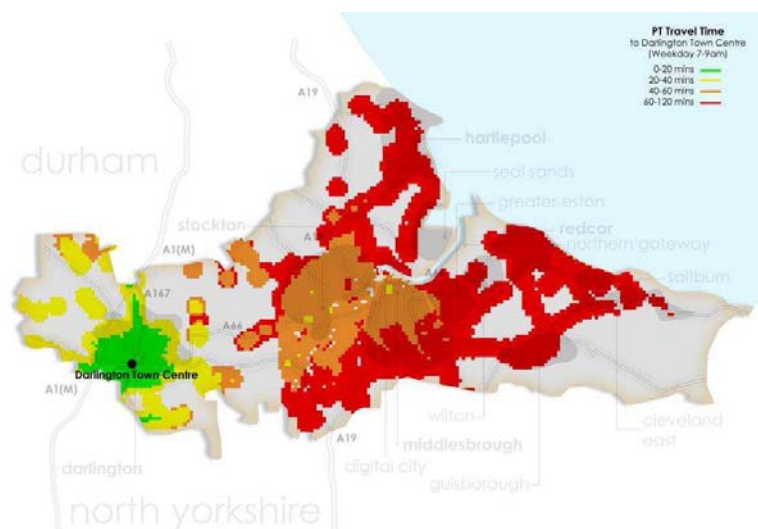
2.70   Furthermore, evidence shows that some of the economic regeneration priority locations in the Northern half of the South Tees area have exceptionally poor accessibility by public transport from the Tees Valley as a whole[33]. This is demonstrated by the example of Teesport.

2.71   Growth of port centric warehousing and distribution at Teesport has already contributed significantly to the local economy, and has potential to develop further on the Teesport estate. Around 2000 people are

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[33] collated in the Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

already employed on the Port. If the area is not to become completely reliant on car access, and if the opportunity to access the growing economic opportunities in the area is not to be limited to those with access to a car, improved public transport access is a necessity. (There are currently no local bus services).

2.72   The 2010 North East Rural Transport and Connectivity Study[34] assessed the role of transport in widening access to economic and social opportunities within the diverse rural communities across the region. The consultation and analysis of evidence identified a series of common challenges that influence transport and accessibility issues in rural communities, namely:

- Access to employment and other services – the availability of public transport in remote locations is a major barrier to accessing the increasingly limited employment opportunities, particularly for those who do not have access to a car;

- Awareness and perception of travel options – negative perceptions of public transport services and availability even in relatively accessible locations;

- Cost of transport – the cost of transport is a key barrier to accessibility in rural areas, particularly for those on low incomes or working part-time in accessing employment opportunities, and for young people accessing education, leisure and part-time work; and

- Involvement of the transport sector – the transport sector needs to be visibly involved in demand-led approaches to providing access to a range of opportunities as transport consistently represents the main barrier that is faced in rural communities.

Key Issues

2.73   The evidence on existing journey to work patterns and the quality of transport networks in supporting access to employment in the Tees Valley and its travel to work area highlights the following issues:

- A range and choice of transport to key labour markets is important in order to provide opportunity for everyone to access appropriate employment;

- Car use is higher than the national average for commuting. Options that provide alternatives or manage demand need to be developed before rising levels of car ownership reinforce these patterns;

- Economic specialisation within the Tees Valley as part of the vision for regeneration is likely to reinforce the Tees Valley's

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[34] North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

polycentric form. Sustainable transport solutions that support this economic vision to provide better quality links between the centres will be vital;

- Integration between spatial planning and transport planning to promote the development of employment sites at existing transport hubs, including rail stations and town centres; and

- The availability of public transport in remote locations is particularly limiting job opportunities for those who do not have access to a car.

Future Transport Needs

2.74 Completion of the Tees Valley Bus Network Improvement project to bring about a quality, stable and sustainable system that offers an effective alternative to the private car. The project will include the provision of high quality, clear and focussed information and marketing materials in a wide variety of formats, and the enhancement and simplification of fares and ticketing. This is being complemented by ongoing bus operator investment in high quality accessible vehicles, enhanced standards of driver training and vehicle cleaning, and the consistent provision of frequent services from early morning to late evening.

2.75 A Quality Partnership Agreement between operators and the local authorities, designed to recognise and protect the current investment from the bus operators, and ensure that this continues alongside the ongoing delivery of the Tees Valley Bus Network Improvements major scheme.

2.76 The provision of a range of bus services to new and emerging employment opportunities is fundamental if these jobs are to be accessible to people across the Tees Valley regardless of whether they own a car, and to ensure that these developments do not add to congestion on important routes, thereby damaging the local economy in the process. For example, a range of bus services to the North South Tees developments, including to the Teesport estate.

2.77 In addition to this we will:

- Continue to develop the Tees Valley Metro project to improve connections to and between employment centres;

- Continue to support and develop the Bishop Line to access employment opportunities along the route;

- Ensure spatial planning decisions support access to employment for everyone, including those that do not have access to a car;

- Improve the reliability of the highway network through the Network Management Strategy; and

- Recognise and enhance the role of cycling and walking networks in catering for shorter commutes.

2.78 **Summary**

The Tees Valley Economic and Regeneration Statement of Ambition sets out a clear vision , to drive the **transition to a high value low carbon economy**, *and to create a* **more diversified and inclusive economy***. This raises a number of challenges for transport, namely:*

Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks;

Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures; and

Improve the connectivity and access to labour markets of key business centres.

These 3 challenges to provide Resilient Network Connectivity, Improve Access to Employment and Reduce Carbon Emissions also apply to the economic, social and environmental implications for travel into and out of Darlington Borough and both County Durham and North Yorkshire.

A number of strategic options have been identified to meet the future transport needs generated from current and future economic activity, housing investment and regeneration. These can be summarised as:

- *Links from key assets at Teesport and Durham Tees Valley Airport to national and international hubs and markets are maintained and built upon to support our global industries. Rail and road links between the Tees Valley and London and other city regions should also be enhanced and journey times reduced in order to optimise the accessibility of the Tees Valley to national markets.*

- *Enhanced connectivity within the Tees Valley is equally important to ensure that residents and visitors can access employment, education, health care, retail, leisure and other key opportunities, across the area as a whole, particularly for people who do not have access to private transport.*

- *The resilience of the transport networks must be maintained and enhanced. A degree of certainty/stability relating to journey time and network condition is vital for both individuals and businesses.*

Chapter 3

Darlington context

3.1 Darlington is a historic market town with a range of cultural facilities, and provides a vibrant retail and employment sector for the Borough as well people living in North Yorkshire, south and west County Durham and the western part of Tees Valley. It is relatively flat and compact, making it easy to travel around, especially on foot, by bike and by public transport. The town is surrounded by open countryside and a number of villages.

3.2 The Borough has excellent national and international transport links, by rail (East Coast Main Line, Bishop Line and Saltburn Line), road (A1(M) and A66 (T)) and air (Durham Tees Valley Airport) and is the 'gateway' to the Tees Valley. The town has a comprehensive network of bus services, with services to rural communities and across the borough boundaries to North Yorkshire, County Durham and the Tees Valley.

3.3 Within the Borough there is an excellent network of cycle routes and green corridors providing attractive environments for walkers, cyclists and horse riders both in the rural area and linking the urban/rural fringe to the town centre,. A great deal of effort has been taken to provide a transport network to meet the needs of local people, in particular those without access to a private car and disabled people.

3.4 The Borough's population is 100,400, made up of almost 46,000 households. The population is aging, with over 20% of the population of retirement age or older and 20% of the resident population has a limiting long term illness[35]. There are stark contrasts in quality of life, health and life expectancy across the council wards.

3.5 Darlington has experienced strong and sustained economic and housing growth over the last decade. The Darlington Gateway Strategy set out a clear direction of travel which is reflected in the Sustainable Community Strategy, 'One Darlington: Perfectly Placed'. The economy has shifted from its past reliance on manufacturing to one with a wider, more resilient base. Specialist engineering, the now dominant service sector (business and professional services) and public sector employment (public administration, healthcare and education) are the most significant employers, whilst a relatively high proportion of the local workforce are in professional, senior or managerial roles, or skilled jobs.

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[35] Statistics from the mid-2009 Office of National Statistics estimates

Local policy context

3.6   The Local Transport Plan has been developed within the context of existing or emerging local and regional policy.

3.7   **Sustainable Community Strategy**
'One Darlington: Perfectly Placed'[36] is Darlington's Sustainable Community Strategy, and sets out the overarching strategy for the people and place of Darlington. Issues and prioritising actions for improvements have been arranged into 5 themes:

- Prosperous Darlington – focussed on creating a vibrant economy and prosperity for all, recognising the quality of life that makes Darlington perfectly placed;
- Aspiring Darlington – enabling people to develop and achieve their aspirations, and to maximise their potential;
- Healthy Darlington- improving health and wellbeing for everybody, irrespective of social, economic and environment constraints;
- Greener Darlington – ensuring an attractive and 'liveable' local environment, and contributing to tackling global environmental challenges; and
- Safer Darlington – creating a safer and more cohesive Darlington.

3.8   Transport has a role to play in achieving many of the outcomes in particular in supporting the economy and reducing CO2 emissions, but also in achieving better health outcomes, improving accessibility to key services, including education and training, and providing a safer, greener environment.

3.9   **Local Development Framework**
Darlington is developing its Local Development Framework and the Core Strategy and daughter documents form the spatial expression of One Darlington: Perfectly Placed. The Core Strategy is now undergoing examination, having been submitted to Government in October 2010.

3.10   The spatial vision for Darlington is:

*'By 2026 Darlington will be a more sustainable community, where a real step change has been achieved in enhancing quality of life and local environment, and expanding local opportunities for work and **sustainable travel**. Those who live in, work in or visit the Borough will enjoy the opportunities and vibrant life of an ambitious city, but within the fabric of a friendly, historic market town with a distinctive atmosphere, surrounded by attractive countryside and villages'.*

3.11   There are 8 strategic objectives, including:

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[36] 'One Darlington: Perfectly Placed', Sustainable Community Strategy for period 2008-2021; prepared by Darlington Partnership; 2008.

Objective 1: Minimise the impact of, and adapt to the effects of climate change, by reducing greenhouse gas emissions, the use of resources and the risk of flooding and pollution, and by maximising the re-use and recycling of land, buildings, waste and water through **more sustainable** *designs, patterns of development and* **means of movement***, and by providing opportunities for adaptation within the natural environment.*

Objective 2: provide the equality of opportunity for everyone now and in the future, by ensuring that the design, **location** *and mix of development and infrastructure across the Borough maintains and creates* **safe, attractive, accessible, healthy and inclusive sustainable communities***, eliminating any disadvantage people experience.*

Objective 3: facilitate sustainable economic growth by protecting and promoting a range and continuous supply of **employment development** *opportunities in* **sustainable locations** *that meet the needs of local businesses and continue to attract high quality, well paid jobs to the Borough.*

Objective 8: **Support initiatives to maintain, expand and enhance facilities and networks for public transport, walking and cycling, so that the connections are in place to enable everyone to get around the Borough easily and affordably, whilst making the most of Darlington's existing transport infrastructure, tackling congestion and improving links to the rest of Tees Valley and further afield.**

3.12   The Infrastructure Delivery Plan has also been submitted to achieve the objectives and policies in the Core Strategy, the broad locations where the infrastructure will be located as well as their delivery mechanisms. It also has a wider corporate role; to identify, support and inform other strategies and decisions relating to capital investment across the Council. Identifying where infrastructure is required enables the Council, with other service providers, developers and local communities to be able to properly plan for, fund and coordinate infrastructure with the level of growth identified in the Core Strategy. The Council's role in facilitating and securing the delivery of infrastructure will vary for different infrastructure projects but will include funding directly or indirectly from the Local Transport Plan and associated funding allocations.

3.13   **Economy**
Over the past decade, implementation of the Darlington Gateway Strategy has led to strong, sustained economic and housing growth across the Borough. Our good track record has been achieved through developing a sound understanding of our local economy, its role within both the Tees Valley sub-region and the North East as a whole and

through strategic investment in initiatives that build on the opportunities and our strengths, allied to a 'can-do' culture. Our challenge is to maintain this momentum. The Economic Regeneration and Housing Ambition Statement and Investment Plan[37] sets out the following ambition:

'Through partnership working, to achieve a balanced growth of employment and housing in suitable locations, linking development and regeneration to deprived communities.'

3.14   To maintain the growth of our economy, and rebalance the economy, we need to attract and retain the right calibre of people and organisations to the borough, and we can only do this if we provide a business infrastructure, and quality of life that is second to none. The Borough needs to widen its economic base and deliver housing growth and improvement, if it is to continue to increase the number and quality of jobs available for its residents across all sectors, increase wage levels and meet the housing aspirations and needs of the population.

3.15   One of Darlington's greatest assets is its supply of ready to develop land and premises. Darlington's major regeneration and industrial areas are located with easy access to strategic sub-regional, regional, intra-regional and national transportation networks. Maintaining the availability of land combined with efficient local transportation and communications infrastructure are two key assets that represent opportunities for the future.

3.16   To achieve the most sustainable pattern of development and support Core Strategy objectives, the focus will be on developing land that meets the needs of a range of businesses, in sustainable locations, making use of previously developed land and buildings wherever possible, and making the most efficient use of employment land. This will include continued public sector support for office development in Darlington town centre, mixed-use development at Central Park and new employment opportunities in the Town Centre Fringe. This will be complemented by further edge-of-town employment to meet specific sectoral business needs, building on recent developments, in locations like Faverdale (larger industrial uses and logistics), Yarm Road and Lingfield Point (business, industrial and warehousing and some business park / prestige development), and Durham Tees Valley Airport (airport related uses).

3.17   Darlington has a cluster of world-leading advanced engineering companies. There is real scope for these engineering firms to capture a share of new markets for low carbon services and products, tap into supply chain opportunities, and export their expertise globally. **Figure 1** illustrates the key development areas.

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[37] Darlington's Draft Economic Regeneration and Housing Ambition Statement and Investment Plan, December 2010

Figure 1 - Darlington Economic Regeneration sites
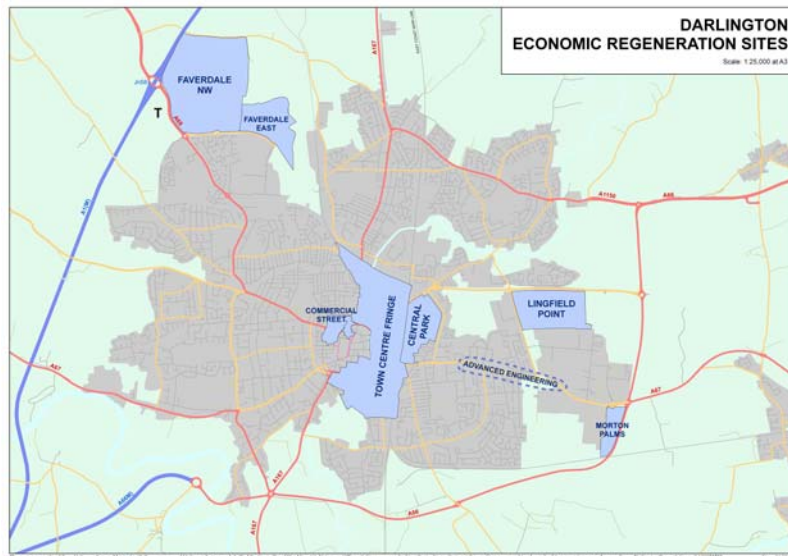
3.18 In light of Darlington's excellent transport links, several major government offices are now located in the Borough; this "critical mass" gives Darlington, on behalf of the Tees Valley, a strong advantage in attracting future Government relocations. The transport links and ready supply of land also make Darlington a prime location for the growing logistics sector.

3.19 Further work is underway to identify other potential growth sectors (financial and business services, hospitality, health, and creative industries) which will be attracted by Darlington's highly-skilled, adaptable, job-ready resident population.

3.20 Darlington College, Darlington Sixth Form College and Carmel Technology College are three of the highest performing colleges in England. They have all been awarded 'Beacon' status and are a key component of Darlington's offer to growing companies. The University of Teesside satellite building (which will include provision for business) will further enhance the Borough's reputation and offer more opportunities to build stronger links between education and business.

3.21 **Meeting Housing Needs and Aspirations**
Traditionally, Darlington has generally had a strong housing market and high levels of house building. Whilst the recession has impacted on the housing market, it is acknowledged that further new housing is required to address the following issues:
- An increase in new households forming within the existing population;
- Retaining and attracting more young and working age people, particularly graduates, to drive local economic growth;

- Better matching housing stock to local needs and aspirations, including more affordable housing and executive housing; and
- Replacing obsolete housing stock
- Addressing private sector housing stock conditions in poor pre 1919 housing in the urban core
- A requirement for a range of accessible accommodation to meet the needs of an ageing population over time, sustain independent living and minimise the requirement for adaptations to ensure existing homes continue to be safe and appropriate for those with physical disabilities over the longer term

3.22 Substantial housing challenges exist:
- the need to "kick-start" key stalled housing sites and deliver housing growth;
- a continuing shortage of affordable housing;
- 34% of the private rented stock is classified as "non-decent; and
- non-traditional and solid wall properties with low thermal efficiency levels and relatively high levels of category 1 hazards

3.23 The Strategic Housing Land Availability Assessment has identified a number of sites within the Borough as suitable for new housing, which meet the Borough's commitment to encouraging and supporting sustainable travel choices and minimising the need to travel. These are identified as Housing Growth sites in **Figure 2**.

Figure 2 – Darlington's Housing Growth sites
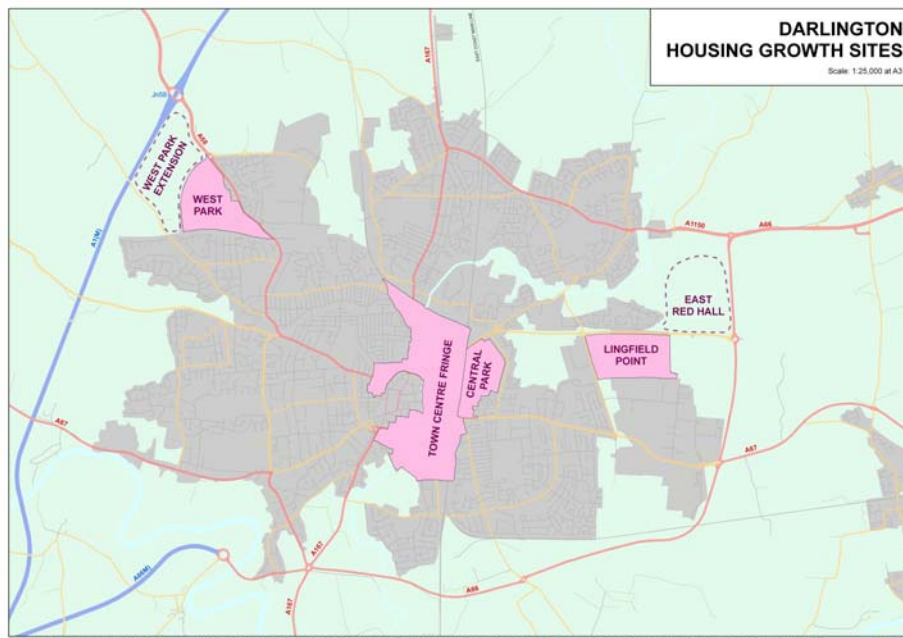
3.24 **Climate Change**
Darlington signed up to the European Union Covenant of Mayors in February 2009, committing to reducing Borough-wide carbon

emissions by at least 20% by 2020. A Sustainable Energy Action Plan (SEAP) has been developed which outlines the measures required to deliver a 20% reduction. This will involve the Council working in partnership with other organisations in the public, private and community and voluntary sectors. This supports the vision set out in the Sustainable Community Strategy for a low carbon Borough, contributing to local, national and global sustainability.

3.25   The Tees Valley Climate Change Strategy (TVCCS), which was endorsed by Darlington Council in June 2010, sets out how to achieve a low carbon sub-region. Climate change creates unparalleled opportunities as well as risks for the Tees Valley. Developing renewable energy and low carbon industry, upgrading public transport systems and low carbon, resilient housing developments are clear priorities for the economic development of the Tees Valley. A coherent and targeted approach is needed to engage and support the range of people and organisations that impact, and are impacted by climate change in the Tees Valley.

3.26   Darlington Climate Change Action Plan adopted in 2007, is due to be updated once the SEAP has been submitted to the EU. The TVCCS and the Darlington SEAP both provide a high level, strategic framework within which locally specific actions can be developed.

3.27   **Green Infrastructure**
Darlington is in the process of putting together a Green Infrastructure Strategy. A number of the proposed aims underline the importance of the Rights Of Way network and other walking and cycling routes in both the urban and rural areas to:
- Help deliver a natural environment that allows it to be more resilient to climate change and makes a contribution to reducing Darlington's carbon footprint;
- Achieve greater connectivity of quality green spaces in a way that allows for life enhancing, free movement of both wildlife and people; and
- Enable new and existing green spaces to be designed or redesigned in a way that allows for many different uses by a wide range of the population.

3.28   Sustainable transport and green infrastructure work together to increase the opportunities for people to use high quality, attractive and biodiverse, green routes as an alternative means of travelling around the town and accessing the countryside.

3.29   **Health and Social Care**
The most recent Health Profile[38] for Darlington indicates that the health of people in Darlington is generally improving. However it is still worse than the England average. There are inequalities within Darlington,

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[38] Health Profile 2010, Darlington; Association of Public Health Observatories

with life expectancy for men living in the most deprived areas being 11 years less than those living in the least deprived areas. The corresponding figure for women is 9 years. Lifestyle choices including smoking, binge drinking and poor diet are significantly worse than the England average and levels of physical activity are declining, resulting in increasing obesity and poor health.

3.30   Access to health services remains a high priority as the health sector realigns and redesigns services. Some service delivery is becoming more localised such as the provision of new dental practices in areas where attendance at dental clinics is low and tooth decay, particularly in children, is high. Local provision reduces the need to travel, improves attendance and results in improved health outcomes. In addition, Darlington boasts 4 'extra care' housing schemes that allow essential health services to be purchased and delivered to vulnerable residents on site, reducing the need to travel.

3.31   Hospital services have been realigned between Darlington Memorial Hospital and hospital sites in Bishop Auckland and Durham, as well as some specialised services in regional centres in Middlesbrough and further afield. This has led to the development of new transport services and travel arrangements for staff, patient and staff. A proposed new hospital at Wynyard is currently not proceeding due to the withdrawal of funding. If this site is used at a future date for health care provision then improvements to sustainable travel options, in particular public transport, must be provided, to ensure that the site is accessible by all.

3.32   Changes to the benefits system and social care legislation will have an impact on how people's needs are assessed and how their needs are met. Whilst the basis of many of the changes are to enable people to make their own choices about the way they live their lives, this choice may be limited by the availability of suitable and affordable transport. This may have an adverse affect on an individual's health and quality of life, and may in the longer term increase the demand for more critical and chronic care.

3.33   **Education**
In Darlington, statutory education is provided for over 15,296 pupils between the ages of three and eighteen in 2 nursery schools, 29 infant, junior and primary schools, 6 secondary schools, 1 academy and 1 special school.

3.34   Since securing its position in 2008 as the most improved local authority in England, as regards GCSE attainment, schools in Darlington have continued to build on performance by celebrating an increase of 3.5% in attainment in 2010 with 56.4% of young people achieving five or more GCSEs with A* to C grades, including Maths and English compared to 52.9% in 2009 compared to 47.7 per cent in 2008.

3.35   Further education is provided by Queen Elizabeth Sixth Form College, Carmel RC College and Darlington College all rated as three of the highest performing colleges in England and all awarded 'Beacon' status. In 2009, Teesside University extended its campus to Darlington providing extended higher education opportunities for Darlington in an unused school building. A new purpose built facility is under construction and due to open in September 2011.

3.36   The Sustainable Travel to School Strategy sets out to achieve the vision: 'To ensure that all children and young people in Darlington have safe and equitable access to education; and where practicable for trips to/from education to be made by a sustainable travel mode'. Travel to school by sustainable modes has increased, with significant increases in levels of cycling, due to a combination of physical improvements (Safer Routes to School and cycle parking) and Smarter Choices (Bikeability and pedestrian training, Bike It activities, travel zone maps and Medal Motion motivational campaigns), all developed on a school by school basis through a school travel plan.

Darlington's transport system

3.37   Darlington's economic strategy is underpinned by its accessibility to national, regional and local transport networks and its intrinsic quality of life both within the Borough and places around it. Its location on the East Coast Main Line, adjacent to both the A1(M) and A66(T) and its proximity to Durham Tees Valley Airport provide easy access to the north east region as well as to major conurbations including Leeds, Manchester and London, and have helped to attract investment into the Borough.

3.38   Within the Borough there are good sustainable transport links, including a comprehensive cycle network and commercial bus network, as well as rail stations serving the lines to Bishop Auckland and Saltburn via Middlesbrough. There are frequent bus services to towns in North Yorkshire, County Durham and to parts of the Tees Valley. Access by bus to the eastern end of the Tees Valley is poor, and this is likely to prevent access to employment for Darlington residents in these growth areas unless they have access to a private car. Long distance and touring coaches provide an extensive range of services from the town centre, but passenger waiting facilities are poor. The town centre has been radically altered to provide an environment for those walking, cycling and using local bus services. However, there is little or no community transport provision and low numbers of accessible taxis.

Evidence from the Second Local Transport Plan

3.39   The Second Local Transport Plan transport strategy[39] sought to:

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[39] Darlington: A Town on the Move; Second Local Transport Plan 2006-2011; Annex 3; Darlington Borough Council; March 2006

- Improve accessibility to services and opportunities by providing travel options, so all may participate in the life of their community;
- Tackle traffic congestion and its associated effects on local communities through a focus on sustainable travel choices, thus contributing to residents' quality of life;
- Make the transport network safe and secure for all; and
- Deliver solutions to travel needs in partnership with local people, businesses and other providers.

3.40   Darlington developed a 3 pronged approach to tackling congestion, namely:
- To tackle congestion hot spots with physical improvements at junctions on the highway network, adding greater capacity for traffic;
- To manage the highway network so that it operates effectively and efficiently, for the benefit of all road users; and
- To provide and promote sustainable travel choices to support travel behaviour change.

3.41   Over the period of the Second LTP a number of physical enhancements have been made to the highway network including the opening of the Eastern Transport Corridor, and improvements to junctions at McMullen Road/Haughton Road and Whinfield Road/Whinbush Way. As part of the Tees Valley Bus Network Improvement major scheme funding has been secured for further improvements at Cockerton Green, Staindrop Road/Woodland Road, North Road/Whessoe Road and on the Inner Ring Road. Modelling work, feasibility and design has started on all of these schemes. The Highways Agency has identified schemes to improve the operation of the A66 around Darlington with modifications to the operation of 5 roundabout junctions and will seek funding in the period to 2014.

3.42   In addition the Network Management Plan has been developed and implemented, with improvements to traffic flow through better coordination of road works, forward planning of events, implementation of strategies to deal with emergencies and the introduction of Civil Parking Enforcement.

3.43   Darlington has a national and international reputation for the work it has done on sustainable transport. It is the only town to have been both a sustainable travel and cycling demonstration town. The successful approach has been to combine physical improvements with smarter choices (summarised in **Figure 3**); to recognise that personal advantage is a key driver of change (people were motivated by improving their health or saving money); and a strong brand is essential.

Figure 3

Darlington's Strategy for delivery

3.44   In terms of travel patterns and behaviour, the Department for Transport
        (DfT) issued independently quantified results from the Sustainable
        Travel Towns; Darlington has seen a 9% reduction in car trips which
        equates to 10,800 fewer car trips per day; 113% increase in cycling
        trips and 14% increase in walking trips (**Figure 4**). The local reduction
        in car trips helps support new development and economic growth
        without creating unacceptable levels of congestion. Independent
        evaluation of both projects has been undertaken and published[40][41] and
        has concluded that the approach offers very good value for money and
        cost benefit ratio.

        Figure 4 – change in travel behaviour 2004-2008
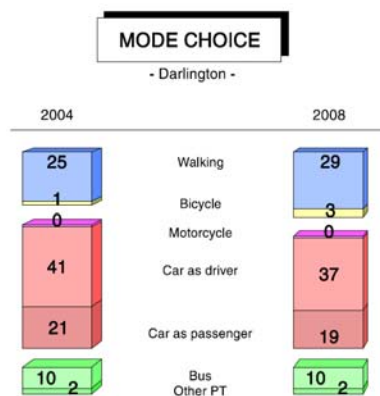
3.45   This was a period when there was strong economy and the number of
        private cars registered in Darlington increased to 44,000. However the
        number of kilometres driven each day fell by 13%, equating to a
        reduction of 34.3million km per year. (**Figure 5**)

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[40] Analysis and synthesis of evidence on the effects of investment in six Cycling Demonstration
Towns, Cycling England, November 2009.

[41] Darlington - Sustainable Travel Demonstration Town, Travel Behaviour Research, Final Evaluation
Report for Darlington Borough Council, Socialdata, April 2009.

Figure 5 - change in car ownership and mileage

CAR MILEAGE		
	- Darlington -	
2004		2008
42,200	(Private) Cars in total	44,000
24.7	Kilometres per car per day (everyday mobility)	21.4
	Relative reduction	- 13%
355.4	Total kilometres per year (everyday days) in mio	321.1
	Reduction (km per year)	- 34.3 mio

3.46 Further detailed analysis has been undertaken to understand the detail behind the top level figures, to plan interventions and programmes that maximise the potential for switching to more sustainable modes. For instance initial analysis highlighted the need to increase levels of cycling amongst women. This has been achieved with the percentage of all trips by bike by women increasing from just 15% to 26%. This is against a background of the average number of trips by bike per person per year increasing from 15 to 33.

3.47 A key issue going forward is how to continue this work so that all the gains are not lost, as behaviour change programmes need to be by their very nature long term. Also how can these programmes be more inclusive, in particular involving disabled people to identify how the programmes can be improved to enable more disabled people to have more opportunities to make more sustainable trips?

3.48 During the last 5 years of the LTP[42] there have been mixed results on public transport and traffic levels.

3.49 Bus patronage has continued to decline (from 8.78 million trips in 2005/06 to 8.2 million trips in 2009/10) and both satisfaction with bus services and bus information is poor. However rail patronage across Darlington's stations has shown strong growth with a 63% increase at Bank Top station over the last decade to 2,160,293 trips in 2009/10.

3.50 Traffic levels are monitored across over 50 sites in the Borough, enabling analysis on key corridors into the urban area, as well as across two cordons – one around the edge of the urban area monitoring traffic in and out of the town; the second around the edge of the Inner Ring Road, effectively monitoring travel within the urban area. The Inner Cordon has shown a reduction of approximately 5% during the period 2006-2009, reflecting the increases in sustainable travel.

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[42] Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006

(See F**igure 6**). The outer cordon shows an increase of 2%, in line with national traffic growth, demonstrating that smarter choices needs to be applied in areas outside of the Darlington's urban area (surrounding villages and towns in neighbouring authorities) linked to changes in perception of and/or actual improvements to public transport and other sustainable travel options in order to reduce car use for these longer journeys.

3.51   This reflects the impact that a combination of physical improvements to travel options and Smarter Choices, have had an impact, particularly on short trips within the urban area. The approach has recognised that some trips can only be made by car, but that the potential to switch car journeys to other modes is now greater than at the start of the work in 2004 as the travel options have improved since then.

Figure 6 – traffic crossing the inner cordon

Combined (24 hour) Traffic Flows On Inner Cordon, Continuous Data From Sites 11,12,13,14,15,17,18 and 34
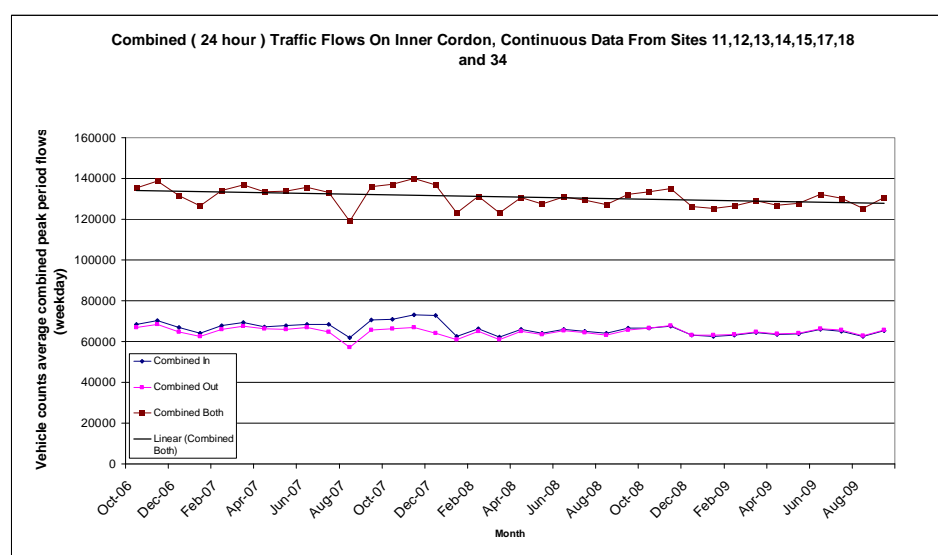
3.52   In terms of journey experience there is currently little congestion on Darlington's highway network, but it is recognised that as the Borough becomes more prosperous traffic levels will increase and congestion will get worse unless the highway network is carefully managed. Planned improvements to bus infrastructure that would improve bus punctuality and the passenger waiting facilities, have been delayed with the delays in funding announcements linked to the Tees Valley Bus Network Improvement scheme.

3.53   Darlington has a good road safety record, having reduced the numbers of serious and slight casualties on the Borough's roads, through a combination of engineering, enforcement, education and training, to meet its 2010 casualty reduction targets. Local safety schemes have addressed all the locations where there were clusters of accidents. The implementation of 20 mph zones and Safer Routes to School has started to address the perception of safety and travel behaviour.

3.54 **Summary**

Policy context
Darlington's transport system is an asset for local people and businesses providing travel choices for local trips as well as regional, national and international travel.
The Local Transport Plan supports the Sustainable Community Strategy and the Local Development Framework, in particular the notion of developing sites that are sustainable and accessible by all modes of transport and exploiting transport assets such as the rail stations, Pedestrian Heart and Strategic Road Network.
Providing and maintaining the transport system in a sustainable way supports economic growth and the development of new housing sites, contributes to reducing carbon emissions, provides green infrastructure to support mental well being and physical health and access to education and training.

Evidence from LTP2
The Second LTP set out to improve accessibility; tackle congestion; make the transport network safe and secure; and work in partnership to deliver solutions.
Monitoring data and evaluation has demonstrated success across a wide range of indicators, particularly in terms of reducing trips by car and increasing levels of walking and cycling. Travel is safer and the condition of the highway network has improved. More work needs to be done to improve and increase travel by pubic transport.

Next steps
The Plan need to focus on supporting economic growth, whilst addressing other local priorities such as climate change and health.
Continue with the 3 pronged approach to tackle congestion
Build on the success of Local Motion and the Cycling Demonstration Town project
Further improve travel for disabled people and find new ways to provide transport through partnerships.

Chapter 4

Clarify Outcomes

4.1   Darlington Council has adopted Outcome Based Accountability in its corporate and service planning and Darlington Partnership is taking up this methodology to establish a common approach across partner agencies to agree outcomes, priorities and targets for delivering the Sustainable Community Strategy. As such the goals for the LTP have been developed in terms of outcomes.

4.2   Five outcomes have been developed for the Plan in the context of the national guidance, as well as regional and local priorities, in particular those set out in One Darlington: Perfectly Placed and the Local Development Framework Core Strategy.

4.3   The national goals set out in Delivering a Sustainable Transport System[43] were used as a starting point to develop outcomes for Darlington, ensuring that the Local Transport Plan contributes to the achievement of the national transport strategy. Although the national picture has changed with a change of Government, new priorities (to rebuild the economy and to reduce carbon emissions) and an increasing emphasis on localism, the building blocks that have been used, and the consultation that has taken place, ensures that the outcomes have been set are still valid and appropriate.

4.4   Extensive consultation resulted in changes to the proposed outcomes, including the addition of 'affordability', 'journey experience' and 'activities'. Consultation also highlighted the fact that 'everyone' really must include all people, specifically those living and working in rural areas and disabled people. This is detailed in **Annex 1**.

4.5   As such the outcomes for the LTP have been developed as follows:

6.   Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network;
7.   Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
8.   People live long, healthy and active lives, travelling safely and making active travel choices;
9.   Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities; and
10. People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system

4.6   How these relate to the national aims, One Darlington: Perfectly Placed and the Local Development Framework is set out in **Table 1**.

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[43] Delivering a Sustainable Transport System: Consultation on Planning for 2014 and beyond; DfT

Table 1 - The link between national and local objectives

National goals[44]	Sustainable Community Strategy outcomes	Local Development Framework proposed objectives	Transport Strategy proposed outcomes	Transport Strategy proposed objectives
Support economic growth	Everybody in Darlington is able to enjoy the borough's prosperity and quality of life	Promote sustainable economic growth; Safeguard the function of the town centre	Everybody is able to enjoy the borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network	To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network
Reduce carbon emissions	Doing everything we can locally to reduce our contribution to global CO2 emissions, to minimise the impact of climate change on local people and around the world	Minimise the impact of, and adapt to the effects of, climate change	Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change	To tackle climate change through quantified reductions in greenhouse gas emissions from transport
Contribute to better safety, security and health	All people feel safe and live in a crime free environment; People in Darlington live long, healthy, active and independent lives	Provide a wide range of facilities to contribute to health and wellbeing	People live long, healthy and active lives, travelling safely and making active travel choices	To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent
Promote equality of opportunity	Everybody in Darlington aspires and is able to achieve their full potential and maximise their life chances	Provide equality of opportunity for everyone; Maintain, expand and enhance facilities and transport networks to enable everyone to get around easily and affordably	Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities	To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces
Improve quality of life and a healthy natural environment	People in Darlington enjoy an attractive, clean, green and sustainable environment	Provide a continuous supply of land for new housing developments; Preserve and strengthen green infrastructure, heritage and countryside	People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system	To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people

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[44] Supporting economic growth and reducing carbon emissions are the new stated aims of the Coalition Government. The other 3 DaSTS objectives have been retained for completeness.

Chapter 5

Challenges

5.1   Darlington faces many challenges and some of these have been made worse by the recent economic recession and cuts in public spending. The national challenge is to build a strong economy, whilst at the same time reduce carbon emissions from all activities, including transport. This approach seems to conflict but there are many ways to enable businesses to thrive and people to access work, without carbon emissions having to spiral, using the latest vehicle and fuel technologies, providing and promoting more sustainable travel choices, reducing the need to travel and integrating transport to make travel by public transport a better experience.

5.2   Darlington is in a strong position to move forward with experience in building a strong economy and at the same time reducing carbon emissions from transport.

5.3   Challenges have been identified from a number of sources and these have implications for transport and travel choices for local people:

- Monitoring information and evidence
- Consultation
- Issues arising from the development from the Local Development Framework including the conclusions from the Connections Study and Area Action Plans
- Cross boundary issues arising from joint working with the Tees Valley authorities and consultation with North Yorkshire and Durham County Councils.

5.4   Challenges identified from information and evidence

5.5   Demographics and socio-economic trends

Challenge	Transport implication
The population is forecast to increase from 102,300 to 112,500 between 2011 and 2026 through a combination of natural increase and migration.	Increase in overall numbers of trips (average 1000 trips per person per year)
The population is set to age as people live longer. This will have significant impacts in some areas where the % of older people compared to young or working aged people is very high. The birth rate is increasing slightly but is set to level off from 2014.	Greater demands for concessionary travel, accessible parking spaces and accessible transport; ratio of fare paying passengers and concessionary passengers may result in services becoming non viable commercially, increasing demand for supported bus services;
The combination of a larger but increasingly active older population, with the personalisation of services, giving people choice in how they use their service entitlements	May have significant implications for transport services such as buses, community transport or taxis.
20%-25% of the population are disabled or have a life limiting illness, which is above the national average	Some people are unable to travel as they do not have access to appropriate transport in the right place at the right time; others have limited opportunity to travel due to the transport options that are available.
12% of the population live in rural areas	Potential isolation, especially for those that do not have access to a car and therefore potential demand for supported bus services or community transport schemes

Significant inequalities in health and life expectancy between ward areas.	Transport schemes or initiatives may need to be targeted at specific populations or locations in order to promote active travel or provide access to hospital or health services.
Pockets of deprivation exist across the Borough	Transport interventions may need to be targeted at specific populations or locations.
Car ownership is increasing (although usage – kms per car per day - has fallen)	Potential to increase number of trips by car, creating more congestion; problems with parking, especially in residential streets with no off street parking

5.6 Environmental issues

Challenge	Transport implication
The Tees Valley Climate Change Strategy[45] commits us to achieving both short term and long term carbon dioxide emissions targets (a minimum 8.75% reduction below 2000 levels from 2006-2012 and a further minimum 27% reduction from 2012-2030). The Darlington Climate Change Strategy will set targets in 2010.	Transport is a major contributor to CO_2 emissions, and guidance has been issued by DfT as to how authorities can deliver sustainable low carbon travel through investment in technology, reducing the need and distance to be travelled and changing travel behaviour.
The Tees Valley Green Infrastructure Strategy provides a strategic context for sustainable planning and management of green space. The Darlington Green Infrastructure Strategy will set targets in 2011.	Green infrastructure provides walking and cycling transport networks through the urban area and provides links into the rural parts of the Borough. Links with land use planning. Potential to increase local sustainable production of food, reducing food travel miles.
Darlington's Rights Of Way Improvement Plan sets out an action plan for improving walking, cycling and riding routes around the Borough, but no funding is allocated from national government to implement the Plans.	Without funding, the key transport links that are identified within the ROWIP, especially in the urban area or linking villages to the urban conurbation will not be provided or improved.

5.7 Economic circumstances

Challenge	Transport implication
Promote and develop the town centre and Darlington's role as a retail centre, whilst also protecting and supporting local centres	Increasing travel to the town centre (and potentially local centres) with potential for greater demand for parking and bus passenger waiting facilities, as well as increasing levels of car traffic on the Inner Ring Road.
Address issues of worklessness and access to training and employment opportunities	Affordability of transport options; accessibility to major employment and training sites in Borough by sustainable modes including cycling and in neighbouring authority areas in particular by public transport.
Continue to attract economic investment in the Borough	High quality, reliable, predictable transport network for access to employment and markets
Budget pressures across the public sector	Potential reduction to services and investment in transport by all public sector organisations; knock on impact on the private sector from reduced public sector funding including retail and leisure expenditure
Impact of the recession on the transport network	Potential change of travel mode from car to more sustainable modes
Additional housing is required (almost 6000 net additional dwellings) between 2011-2026	Increase in trips and changes to travel patterns. Location of housing in relation to facilities and the sustainable transport will be critical to minimising the negative impact of large scale housing development.
Major investment projects such as Central Park and Town Centre Fringe need to continue ready for the upturn in the economy	The economics of development are very difficult during current economic climate. Still need to ensure that there are sustainable long term solutions.

5.8 Existing transport system

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[45] Tees Valley Climate Change Strategy 2006-2012, Cabinet 17 April 2007

Challenge	Wider implications
Pressure on the A66(T) east of Darlington at a number of junctions with radial routes into Darlington town centre	Traffic congestion – negative impacts on carbon emissions, air quality, noise, journey time (duration and reliability), economy
Congestion hot spots due to traffic volumes at some junctions and links	Traffic congestion – negative impacts on carbon emissions, air quality, noise, journey time (duration and reliability), economy
Elements of the bus infrastructure needs to improve to meet the needs of current and future passengers and provision for coach passengers is poor	Improving the journey experience may increase travel by public transport. Positive impacts on accessibility, carbon emissions
Elements of the rail infrastructure needs to improve to meet the needs of current and future passengers	Improving the journey experience may increase travel by public transport. Positive impacts on accessibility, carbon emissions
Poor interchange facilities between modes, particularly bus and rail, bus and coach, and all modes and the airport	Poor facilities discourage travel by public transport
Providing the right quality and quantity of parking in the right place for all users	Tackling congestion and supporting the economy.
Continuing to provide safe, direct, continuous cycle routes and walking routes	To provide sustainable travel choices and contribute to improving health, reducing carbon emissions, improving accessibility
Insufficient accessible taxis to meet demand	Some people unable to travel and therefore excluded from opportunities to work, shop and access activities and services.
Statutory duties for network management and for maintenance (inspection and repair)	Contributes to improving travel safety, supporting economic activity, tackling congestion and carbon emissions

5.9 Travel patterns and trip rates

Challenge	Wider implications
How to continue the success of the sustainable travel demonstration town project reducing car trips, encouraging active travel and reducing carbon emissions	Without a long term strategy, the wider benefits for health, social inclusion and climate change will be lost
How to continue the success of the cycling demonstration town project, increasing levels of cycling, improving health, reducing carbon emissions and improving accessibility.	Without a long term strategy, the wider benefits for health, social inclusion and climate change will be lost
Bus patronage continues to decline which may result in a declining commercial operation and a demand to increase supported bus services	Unless patronage increases the network of bus services may reduce with implications on accessibility, social exclusion and carbon emissions.
To ensure that transport is considered as an integral part of other policy and planning decisions	To maximise the opportunities for self sustaining sustainable travel choices to services, activities and facilities

5.10 Challenges identified from consultation

5.11 A wide range of views and ideas have been sought over a 12 month period as part of the extensive consultation for the development of the Plan. This has included issues raised by stakeholders as well as local people through Talking Together events and an on-line forum. **Annex 1** provides detail on the consultation.

Challenge	Wider implications
To improve waiting facilities for passengers using long distance and touring coaches – possibly a coach station	Potential benefits to the town centre economy and tourism
Retaining the concessionary fares scheme and cheap fares	Enabling those on low incomes to continue to travel by public transport
Improve the quality of the journey experience across all modes	
Address behaviour and negative attitudes between different road users, including pedestrians, cyclists, and drivers of cars, buses and taxis	Potential safety issues and poor journey experience

Lack of accessible vehicles for disabled people, especially taxis but also buses. Explore the potential to use taxi licensing to increase the numbers of suitable vehicles.	Some people unable to make any journeys and others with limited ability – wider impacts on accessibility to services, negative impacts on health and wellbeing
Provision of better information before and during journeys, including the roll out of real time information to more bus stops, use of social media such as Twitter and Facebook	Widens travel options and improves journey experience
Better awareness of issues for disabled people and associated changes in behaviour – small changes can make a big difference e.g. obstructive parking	Easier for disabled people to make journeys
Maintain the highway network	To improve the journey experience for all transport users
Better integration between rail and bus	Encourages sustainable travel to rail station
Introduce a car club	Potential to reduce carbon emissions through reduced overall car ownership; increased opportunity to make trips for those without access to a car
Integrate the Shopmobility service into the Plan	Provides a valuable town centre service, supporting the local economy and increases independence for the service users (with associated health and well being benefits)
Build on the success and learn lessons from the Cycling Demonstration Town project and Local Motion both in Darlington and in other towns	Contributes to reducing traffic levels, reducing carbon emissions, improving accessibility and increasing levels of activity
Offset the environmental costs of travel to work, through investment in biodiversity	Contributes to tackling climate change
Extend blue badge parking to all day free parking	Supports eligible disabled people access employment and other facilities
Faster broadband throughout the Borough to enable more electronic access to employment, shopping, social networking etc.	Reduces the need to travel and provides access to additional services, particularly for those in rural areas.
More services provided locally	Reduces the travel distance and therefore encourages travel by more sustainable modes
20mph zones in rural areas	To improve safety, deter rat running and HGVs in villages and increase levels of active travel
Improve access to and facilities at North Road and Bank Top Stations and increase patronage on the Bishop Line	Improves the journey experience, supports the economy, reduces carbon emissions, improves accessibility for disabled people

5.12 **Challenges identified from the development of the LDF**

5.13 As part of the development of the Local Development Framework Core Strategy the Connections Study[46] was commissioned to assess the relationship between transport and land use in Darlington, in particular the impact of projected levels of growth and development in areas across the Borough. The study focussed on Central Park, a landmark regeneration site and its connections with the town centre and Darlington Bank Top Station as well as key transport corridors. The 'connectivity'[47] challenge is to create an environment that supports growth whilst being safe, pleasant to use and easy to navigate. The aim is to encourage movement by sustainable modes and reduce the need to travel by car.

5.14 The report highlighted a number of key challenges regarding connectivity and interchange[48]:

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[46] Darlington Connections Study Issues and Opportunities, Urban Initiatives, August 2009; Darlington Connections Study, The Strategy and Proposals, Urban Initiatives, October 2009.

[47] Connectivity – transport links between origins and destinations, with integration between modes and ease of use

[48] Interchange – the point at which passengers change from one mode of transport to another

- Poor interchange between coaches and buses in the town centre and lack of facilities for those waiting for long distance coaches.
- Poor interchange between rail and buses, particularly at Bank Top and North Road stations, in particular following the review of the bus network and changes to commercial services that no longer operate across the town
- Opportunities to improve cycle parking at rail stations and improve pedestrian access at both North Road and Bank Top stations.
- Improvements for pedestrians and cyclists, in particular where there is a barrier such as a rail line, river or major road e.g. the Inner Ring Road, Haughton Road road-over-rail bridge and A66 to the south of Darlington
- Improvements to the A66 should be pursued but designed to include movement by sustainable modes of transport both along and across the road network

5.15 Some of these issues are being taken forward as part of the master-planning work for the Town Centre Fringe and as part of the Tees Valley Transport strategy. The importance of good design, improvements to the public realm and including green infrastructure in transport proposals were highlighted throughout the report.

5.16 Challenges from regional and sub-regional strategies and policies

5.17 The Tees Valley Transport Strategy which was based on the work undertaken in the Connectivity and Accessibility Study[49] evaluated the current transport network and the impact of proposed developments on that network, taking into account a number of planned major transport schemes such as the Tees Valley Bus Network Improvement project. This work has been expanded to develop the Tees Valley transport strategy discussed in Chapter 2. Many of the challenges that were highlighted were relevant to the whole of the Tees Valley but a number were specific to Darlington.

Strategic Challenge	Challenges	Wider implications
Connectivity and access to labour markets of key business centres	Car ownership is increasing and car use for commuting is higher than the national average	As employment increases, trips by car will increase with the potential to create congestion at peak times in some locations
	Darlington has relatively poor public transport connectivity to other labour markets within the Tees Valley such as existing and proposed developments in North Tees, South Tees and Wynyard	Unless local people have access to a car, they will be excluded from some job opportunities, especially those in the east of the Tees Valley. Traffic levels will increase if there are no viable alternatives.
	Highway accessibility to Darlington town centre and rail station is adversely affected by traffic growth and capacity constraints	Will create congestion for local people – poorer air quality, noise, poor journey experience for all road users – as well as impact on the strategic highway network, potentially stifling

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[49] Tees Valley City Region: Connectivity and Accessibility Study, Phase 1 Report, JMP and Genecon, May 2010

		economic growth
Reducing carbon emissions from regional and city transport networks	Impacts of climate change may have negative impacts on transport network	Disruption to business, potential safety implications; and increasing costs of repair
	How can the success of smarter choices in reducing carbon emissions be continued and broadened to a wider population	Current experience can tackle shorter journeys; need to develop options for longer trips, including commuter trips
The quality of urban, regional and local networks including at the interfaces with national and international networks	Ensuring that Durham Tees Valley Airport retains its current connectivity to Amsterdam for access to an international hub and can improve access to London	Potential impact on local business and economic growth
	Retain and strengthen Darlington's role as a gateway to the ECML	Increased patronage at the rail station may result in increased traffic to the station unless better interchange with other rail and bus services is provided and promoted
	Bus services across the Tees Valley are of mixed quality in terms of punctuality, information and ticketing.	Improvements need to be made across the network in order to improve public perception of bus travel

5.18 County Durham's Economic Strategy[50] highlights the Bishop Auckland – Darlington Corridor as one of 5 areas in its spatial framework for economic regeneration. It contains the main towns of Bishop Auckland, Newton Aycliffe, Spennymoor and Shildon and forms an important gateway to the County, located and linked along a strategic road and rail corridor. The area has strong labour market, housing market and transport connections with Darlington, affording opportunities for complementary economic growth. The challenges are to accommodate the growth in housing and employment in a way that is sustainable, minimising the growth in car trips, and maximising the use of public transport, including the Bishop Line.

Strategic Challenge	Challenges	Wider implications
Connectivity and access to labour markets of key business centres including Bishop Auckland and Newton Aycliffe	Car ownership is increasing and car use for commuting is higher than the national average	As employment increases, trips by car will increase with the potential to create congestion at peak times in some locations
	Darlington has relatively good public transport connectivity to other labour markets in County Durham, but these needs to be retained or improved as new housing and commercial sites are developed	Unless local people have access to a car, they will be excluded from some job opportunities. Traffic levels will increase if there are no viable alternatives.
	Maximise the potential of the Bishop Line to support housing and commercial development and improve access to services, activities and facilities.	Increasing patronage will increase the value of the franchise and encourage greater investment; potential improvements for accessibility and reducing carbon emissions.
	Highway accessibility to Darlington town centre and rail station is adversely affected by traffic growth and capacity constraints on roads crossing into County Durham	Will create congestion for local people – poorer air quality, noise, poor journey experience for all road users – as well as impact on the strategic highway network, potentially stifling economic growth
Reducing carbon emissions from regional and city transport	Impacts of climate change may have negative impacts on	Disruption to business, potential safety implications; and

[50] County Durham Economic Strategy 2008-2013, County Durham Economic Partnership, November 2008

networks	transport network	increasing costs of repair
	Work in partnership to use technology to reduce carbon emissions	Support drivers (passengers and freight) to reduce carbon emissions through traffic management, Intelligent Transport Systems, electric vehicles and Car Clubs.
	How can the success of smarter choices in reducing carbon emissions be continued and broadened to a wider population	Current experience can tackle shorter journeys; need to develop options for longer trips, including commuter trips
The quality of urban, regional and local networks including at the interfaces with national and international networks	Ensuring that Durham Tees Valley Airport retains its current connectivity to Amsterdam for access to an international hub and can improve access to London	Potential impact on local business and economic growth
	Retain and strengthen Darlington's role as a gateway to the ECML	Increased patronage at the rail station may result in increased traffic to the station unless better interchange with other rail and bus services is provided and promoted

5.19 There are important links between Darlington and North Yorkshire (especially between Darlington, Richmond and Catterick Garrison), particularly as many of the services and employment opportunities for residents in North Yorkshire are located in Darlington. As these trips contribute to traffic levels in and around Darlington, the challenge is to retain good accessibility to services and facilities in Darlington by public transport, minimising carbon emissions where possible. In addition Darlington provides a key station on the rail network, with higher service frequencies than Northallerton.

5.20 Summary of challenges

5.21 The challenges can be summarised and linked to the objectives that have been set, as described in T**able 1**.

Table 1 - Summary of objectives and challenges

Objectives	Challenges
To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network	Support economic growth in Darlington without creating adverse traffic conditions, particularly at major regeneration and housing growth locations. Maintain and manage the highway network (including the strategic road network) so it operates efficiently, even when car ownership is increasing Integrate transport and land use planning to ensure that sustainable locations are developed, minimising the need or distance to travel Improve access to employment opportunities both in the Borough and in neighbouring areas, in particular for those with access to a private car Exploit Darlington's economic advantage as the 'Gateway' to the wider national road, rail and air transport network for both passengers and freight.
To tackle climate change through quantified reductions in greenhouse gas emissions from transport	Reduce CO2 emissions from travel in Darlington, in particular longer distance, inter urban trips. To continue the successful implementation of

	Smarter Choices measures to tackle carbon reduction

To increase the use of technology across all modes to reduce emissions – including the provision of better travel information, intelligent traffic management systems, electric vehicles and low emission public transport

Mitigate the impacts of climate change on the transport network through design, materials and policies. |
| To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent | Reduce health inequalities in Darlington

Integrate transport into the public health agenda and increase levels of active travel to improve health outcomes

Continue to improve Darlington's road safety record |
| To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces | Meet the needs of an increasing and aging population, with a wide range of travel requirements, including those that do not have access to a car.

Identify solutions that address transport issues for those in rural areas (12% of the population) and disabled people (including those with a life limiting illness – 20%+ of the population)

Target funding at schemes and initiatives that are low cost, deliver value for money and/or deliver the greatest outcomes at a local level |
| To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people | Provide a high quality journey experience for everyone, particularly on bus, coach and rail travel, including interchange.

Provide the appropriate quantity and quality of parking for all modes and users including freight, coaches, taxis, motorcycles and bikes.

Address the behaviour of all transport users

Implementation of the Rights Of Way Improvement Plan and Green Infrastructure Strategy to protect and enhance the natural environment whilst providing sustainable transport networks. |

Chapter 6

Strategic Choices and Policies

6.1   A number of choices have been considered to develop a strategic approach to developing options to deliver against the objectives. These have then been developed into a number of policies.

6.2   *Objective 1 - To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network*

6.3   In order to attract further investment by the public, private and voluntary sector in Darlington, the Borough needs to build on its strengths of its location in relation to road, rail and air links and the existing and potential housing/commercial sites which are in locations accessible by sustainable travel options. The Borough needs to accommodate this growth without the transport networks becoming so congested that further development is stifled. This has been achieved over recent years with reductions in private car trips during a period of strong economic growth. In addition, the existing and potential labour market needs to be able to access training and employment opportunities both within the Borough and at key employment sites in neighbouring areas, particularly County Durham and Stockton/Middlesbrough and to a lesser extent North Yorkshire.

6.4   This raises four issues:
   i) How to create more jobs and homes without generating unsustainable levels of traffic on the highway network;
   ii) How to manage any current and future capacity issues on the highway network;
   iii) How to ensure that everyone can access training and job opportunities, particularly those without a car; and
   iv) How to exploit Darlington's strategic role as a 'gateway' for road, rail and air travel.

   i)   Development and levels of traffic

6.5   The Local Development Framework Core Strategy has identified sites that are appropriate for development for commercial or housing uses. These have been assessed in terms of accessibility, in particular by public transport, their connectivity by walking and cycling and also their potential impact on the operation of the highway network, including the strategic road network (i.e. A1 and A66). Planning and transport policies need to be developed to ensure that a balance is achieved between supporting development and ensuring that the requirements of the Network Management Duty are met, i.e. traffic is kept moving. There also needs to be a recognition that if there is no or limited provision of public transport to a site, this may limit the viability of that housing, retail or commercial site.

6.6　　The Local Development Framework core strategy planning policies support an integrated sustainable approach. However if the economy grows quickly and/or the sustainable travel choices are not available, it may be necessary to apply constraints, where appropriate, as part of the planning process. This already happens for instance with upper limits on car parking spaces, developments with no car parking in town centre locations or with the Highways Agency's ability to prevent development happening at all if there is a major impact on the strategic road network. At the same time there needs to be greater investment in other travel choices, sustainable in terms of the environment and the economy, providing a balance between generating more trips and ensuring that as many as possible are my non car modes.

6.7　　The Core Strategy has been developed with evidence from the Connections Study and Area Action Plans. This has identified where and when new transport infrastructure may be required if transport issues cannot be dealt with by traffic management or the provision of sustainable travel options alone. These proposals have been included in the Infrastructure Delivery Plan for the LDF.

6.8　　**Choices**

Option 1- Inward investment, attracting new businesses and creating new jobs both on existing and new sites, with the provision or promotion of sustainable travel options only

Option 2 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites, with the provision or promotion of sustainable travel options and with network management

Option 3 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites, providing new transport infrastructure where and when transport issues arising cannot be dealt with by a combination of network management and sustainable travel options alone.

A policy needs to encourage inward investment, but must take into account the environmental, social and economic impact of traffic levels. A three pronged approach is required, to meet the specific issues raised by any future development as no single approach will be successful in the long term.

> *Policy 1 – Traffic levels generated by new development will be minimised through the provision and promotion of sustainable travel options, supported by traffic management as required and with the provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable.*

ii)　　Tackling congestion

6.9 Darlington has peak time congestion at a small number of locations. However it is recognised that as car ownership increases and the development traffic is added to the transport network the potential for congestion will increase both on local roads and on the Strategic Highway Network. There are a number of ways to try to tackle congestion, but to date Darlington's approach has been 3 pronged:

i) Tackle congestion at pinch points with physical changes to the highway network to improve throughput of traffic, mainly at junctions;
ii) Better management of the network to reduce delay both through planned and non planned events, as detailed in the Network Management Plan; and
iii) Investment in sustainable travel options and promotion of travel choices to reduce the reliance on the private car.

6.10 This approach aims to keep all traffic moving, as described by the Network Management Duty placed on all highway authorities. However one of the challenges is also to ensure that the Highways Agency is also able to manage the levels of traffic and potential capacity issues on the Strategic Road Network. The implementation of any policy will also be influenced by the amount of available funding. Schemes with high cost:benefit ratios will be more deliverable. There will have to be choices made about the extent to which general traffic is constrained in preference to providing more priority for public transport and those that walk or cycle.

6.11 **Choices**

Option 1 - Continue as now and use funding to increase physical capacity at pinch points, manage the highway network better and provide and promote sustainable travel options

Option 2 – support the Highways Agency in its strategy to manage congestion on its road network including any bids to increase capacity on the A66 at pinch points, better management of the traffic on the strategic road network and working in partnership to provide better facilities for non motorised traffic adjacent to or across the A1 and A66.

Option 3 - Increase demand management measures to curb growth in traffic levels including reducing the amounts of public car parking and/or increase charging levels and exploring the opportunity for a workplace parking levy,

Option 4 – Combine the management of the highway network with more pro sustainable measures to give greater priority to those walking cycling and using public transport. This would include greater use of traffic orders to reduce parking on key corridors, more bus priority

measures, and greater priority for pedestrians and cyclists, particularly at crossing points.

Darlington has demonstrated that tackling emerging congestion through a combination of measures, engineering, enforcement, information and training is effective. The Strategic Environmental assessment stressed the importance of increasing the use of sustainable modes as a means of reducing the impact of transport on the wider environment and to reduce carbon emissions.

> *Policy 2 – To carry out the Network Management Duty in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling.*

> *Policy 3 – To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users, supporting the HA in any bid for funds to address issues of congestion around Darlington;*

> *Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car[51];*

> *Policy 5 – To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders.*

> *Policy 6 – The Council will continue with to work with schools, businesses and other organisations on the implementation of their Travel Plans, and will seek to secure further travel plans through the Planning process.*

iii)   Connectivity and access to jobs

6.12   It is important to recognise that, although car ownership is increasing, not everyone has access to a car or not at all times, and not everyone wishes to travel by car for all journeys. In order to achieve financial inclusion, transport to training and employment opportunities must be considered. Rail and bus services currently serve town centre locations and some employment sites. The majority of these services operate commercially by private operators and it is therefore difficult for the local authority to influence changes to routes, journey times or frequency of services. However it is important to work in partnership

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[51] Some disabled people are totally reliant on a private car

with the private, public and community/voluntary sectors to maximise accessibility to training and employment.

6.13 Most of Darlington's current employment sites, including the town centre, Faverdale, Lingfield Point, Yarm Road, Albert Hill and the Memorial Hospital, are accessible by public transport and by bike. Plans for future developments including Central Park and the Town Centre Fringe are located near to rail and bus services and within walking or cycling distance of a large percentage of the local labour force.

6.14 Although some of the existing and proposed Tees Valley development sites are not currently accessible by public transport and are unlikely to be so in the foreseeable future, there are good public transport links to employment sites in or near to Stockton and Middlesbrough. Development plans for Bishop Auckland, Newton Aycliffe and Durham may generate new jobs and these places are accessible by rail and bus. Some jobs, particularly in the east of the Tees valley, will only be accessible by car and for these jobs car sharing may be the only viable option for those without a car of their own.

6.15 **Choices**

Option 1- In order to promote financial inclusion Darlington should focus on supporting its own labour force into employment, in particular those without access to a car, through access to training and job opportunities provided locally where possible, reducing the distance to travel.

Option 2 – in order to attract businesses and employees into Darlington, locations near to public transport services should be developed and promoted.

Option 3 – for those that need to travel outside of Darlington for employment, promote rail and bus travel to employment sites that are in reasonable travelling distance, and which operate reliable, frequent, punctual, and affordable services or promote car sharing for those job opportunities that are not accessible by public transport.

This Plan needs to promote sustainable transport to improve access to employment and training opportunities for its residents, either within the Borough or further afield. It also needs to recognise that many people commute into Darlington for work, especially from County Durham, but also from the Tees valley and to a lesser extent North Yorkshire. To encourage trips from these locations to be sustainable we need future development to locate near to transport corridors or interchanges.

Policy 7 – to support local people into training and employment opportunities through sustainable travel options within Darlington and by rail, bus and car sharing for longer trips. Work with

> *neighbouring local authorities and transport operators to sustain and improve transport links across borough boundaries, particularly to employment sites.*

> *Policy 8 – to attract inward investment and create new jobs in Darlington as a place through its good transport connections, quality of place and sustainable development sites, by utilising the Planning process and implementing the policies set out in the relevant economic and housing strategies.*

iv) Darlington as a 'gateway'

6.16 Darlington has a strategic role as the 'gateway' to the Tees Valley, particularly for those arriving by road (along the A1 from North or South or A66 from the West), by air (Durham Tees Valley Airport) and by rail (Bank Top Station is on the East Coast main Line). It also provides a 'gateway' to these national and international networks, not only for its own residents and those in the Tees Valley, but for residents in a wider catchment area of North Yorkshire and County Durham. Local road traffic and rail and bus services need to be able to access these key interchanges quickly and easily.

Option 1- Focus on Darlington's 'gateway' role for the Tees Valley, improving links to and from the east, especially on the Saltburn Line (Tees Valley Metro) and A66 and A19 capacity improvement schemes.

Option 2 – Focus on Darlington as a 'gateway' to national and international networks for a wide catchment area, improving rail links (Tees Valley Metro and lobbying for enhancements to the Bishop Line and its franchise), improving capacity at key junctions on all strategic road links (A19, A66 and A1), and lobbying for improvements to the accessibility to and operation of services from the Airport.

As Darlington is in a unique position it should exploit its location for the benefit of the wider catchment area, encouraging travel into Darlington for onward travel on national and international networks.

> *Policy 9 – Work with neighbouring authorities, transport operators and the business sector to exploit the economic benefit of Darlington's strategic location in relation to national and international networks.*

6.17 Objective 2 - To tackle climate change through quantified reductions in greenhouse gas emissions from transport

6.18 Whilst carbon emissions from transport are not the greatest source of CO2 in Darlington (industry/commercial and housing being greater), emissions from transport will increase as car ownership increases and as the economy grows and more land is developed.

6.19   There is a concern that implementing environmental measures will stifle economic growth or that strong economic growth will undermine the environmental agenda – neither of which is sustainable in the longer term. There needs to be a balance and it may be possible that strong environmental measures will grow economic opportunities across the north east, for instance the growth of the electric vehicle market for private vehicles and freight.

6.20   Darlington has managed to demonstrate this on a small scale through its Second Local Transport Plan and Local Motion project. Local Motion has managed to achieve reductions in car use and increases in walking and cycling for short journeys within the urban area of Darlington during a period of employment growth. Therefore it is not inevitable that there will be conflict between economic necessity and environmental targets.

6.21   Analysis of the impacts of the Sustainable Travel Town programme[52] showed that emissions of CO_2 from car traffic was reduced by 50.1kg per person p.a. in Darlington or 4,293 tonnes by all residents. This is equivalent to 4.4% reduction from car driving in the UK.

6.22   Two of the key lessons learnt from the project were that 1) it is necessary to continue with a behaviour change programme for a generation (20-30 years) in order to achieve a real change in perception and attitudes and therefore behaviour, and 2) it is necessary to lock in the benefits or people revert to previous behaviours. This has been achieved in some cases through stringent policies such as on smoking, making smoking socially unacceptable to a large proportion of society. For transport, people may try the bus but will not want to continue using it if it does not run on time and therefore should more bus priority measures be implemented to provide 'advantage' over the private car? As cycling levels increase for leisure trips can this behaviour be extended to other trips by addressing issues of cycle security at work or in public places?

6.23   So what is required is a combination of measures and an acceptance that there are different solutions for different trips, not only for reducing the carbon impact of transport but also to ensure that the transport system is sustainable – economically and socially – in the long term.

6.24   National government recognises through its emerging agenda that there is no one solution to a low carbon transport system.

- Technology – renewable energy, electric vehicles and electric charging points are all at a very early stage of introduction. Public transport operators are investing in lower emission vehicles.

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[52] The Effects of Smarter Choice Programmes in the Sustainable Travel Towns, Expert Panel, Session 4 Wider Impacts of the STT Programme, Jillian Anable, University of Aberdeen, 16 June 2010.

- Mass transport for local and inter-urban trips – this includes further growth in passenger numbers and freight on local rail lines and increasing passenger numbers on high quality bus services. This combines better environmental outcomes with social mobility (greater financial and social inclusion) and economic sustainability.
- Behaviour change – switching car journeys for walking, cycling and public transport, in particular for short trips in the urban area, but also to connect rural communities together or to an urban hub.
- Non travel – reduce the need to travel at all through home working, investment in broadband and delivery of services into the home or very local community.

6.25 As towns do not have closed transport systems – people can travel in and out from the surrounding rural areas, from neighbouring local authority areas and further afield – it will require collaboration across borough boundaries.

6.26 **Choices**

Option 1- Provide and promote 'zero emission' travel choices and encourage people to change their travel behaviour to walking and cycling - in particular for shorter journeys. And reduce the need to travel at all.

Option 2 – Promote and encourage ways in which private, public transport and freight vehicle drivers can reduce their carbon emissions including switching to alternative fuels including electric vehicles, and promoting eco driving.

Option 3 - Work with and lobby the public transport sector (rail, coach, taxi and bus) to encourage switch to lower carbon alternatives and increasing patronage to reduce carbon per person per trip, especially for local and inter-urban trips.

Option 4 - Target a range of options at different groups to ensure that whatever travel option is chosen, the CO2 emissions are minimised

As carbon reduction from transport is such an important issue, with stringent local and national (and indeed international) targets set, low carbon options need to be developed for all modes of transport. Local people need to have information non the carbon impact of carbon so that this can influence their travel choices.

> **Policy 10 – Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance.**

6.27 *Objective 3 - To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from*

transport and by providing travel options to keep people active and independent

6.28   If the outcomes for health are to not only reduce the health inequalities of people living in different wards of the Borough i.e. life expectancy, but also improve the quality of that life, then promoting active travel as part of a lifestyle choice, should be high up on the Public Health agenda.

6.29   Public health evidence shows that keeping active, including walking and cycling, has far reaching physical and mental health benefits and helps to reduce the occurrences of cancer and heart disease, which are the main causes of death in Darlington, as well as other health conditions such as diabetes and conditions occurring as a result of obesity. One of the key studies of cycling has found that people who cycle to work experienced a 39% lower rate of all-cause mortality compared to those who did not – even after adjustment for other risk factors, including leisure time physical activity.

6.30   North East Active Travel has been established to drive forward active travel as a key public health agenda for the north east.

6.31   To increase levels of walking and cycling there is a requirement to provide a combination of infrastructure, training, information and motivation. This approach has been applied successfully in schools in Darlington with levels of cycling increasing from 0.9% in 2004 to 7.5% in 2010. Safer Routes to School and Cycle parking have been provided across schools as part of the actions identified in school travel plans. Both Bikeability (cycle training) and pedestrian training are offered across the primary school sector and a Bike It Officer has worked intensively with schools across both primary and secondary with significant results.

6.32   This approach has been mirrored across the whole Borough with a combination of improvements to the cycle network, cycling events and cycle training and as a result levels of cycling have increased. This will have resulted in health benefits, but in order to reduce the inequalities in health outcomes (life expectancy), there would need to be a focus on certain wards and/or certain groups of individuals.

6.33   Darlington's road safety record has demonstrated improvements to safety travelling in Darlington. The numbers of Killed and Seriously

Injured and Slight Injuries have reduced and are on track to meet targets. Darlington's approach[53] has been to improve travel safety and security for all by addressing the real and perceived risks, through a combination of measures.

6.34   Locations with poor accident records have been targeted with local safety schemes; Safer Routes to School have been developed to provide safer walking and cycling routes to schools; and speed management schemes including 20mph zones have been rolled out in areas of the urban area, in particular in more deprived wards. Education and enforcement have also been implemented in partnership with Durham Police, including the introduction of Community Speedwatch programmes.

6.35   **Choices - healthy**

Option 1- Council continues with its remit to increase levels of walking and cycling, as a means of tackling congestion, improving accessibility, reducing carbon emissions and improving health through greater levels of active travel across the Borough.

Option 2 – Council targets its investment in active travel to certain wards and/or groups in order to improve health within the Borough

Option 3 – An integrated approach with shared resources and expertise from Public Health, in order to increase levels of walking and cycling to secure multiple outcomes, in particular to increase life expectancy and reduce health inequalities in combination with other public health campaigns.

As this is such a broad agenda with huge overlap with the health sector it is sensible to share expertise and resources, and utilise the school model, as this has a proven track record.

> *Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes.*

6.36   **Choices – safety**

Option 1 – to implement a programme of local safety schemes to address specific road safety 'hot spots'.

Option 2 – to implement area based improvements including combinations of 20mph speed limits, traffic calming, improved streetlighting and public realm enhancements.

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[53] Travel Safety Strategy, Annex 13, Darlington's Second Local Transport Plan 2006-11; DBC; March 2006

Option 3 – to identify and address wider safety concerns regarding travel, including enforcement, education and information.

It is recognised that in some situations physical changes to the highway are required to address speeding traffic or localised evidenced safety issues. However, in many cases travel behaviour is influenced by perceived risk and perceived danger, and this needs to be addressed through programmes to change behaviour.

> **Policy 12 – to implement casualty reduction schemes to address known risks at particular locations**

> **Policy 13 – to reduce actual and perceived risks to travel through the implementation of area based improvements, supported by enforcement, education and training.**

6.37 *Objective 4 - To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces*

6.38 Access to facilities, services and activities is easier for those that have access to a private car, as they are not reliant on public transport. This may be particularly acute in rural areas where public transport services are less frequent and operate less hours, potentially resulting in isolation. This is exacerbated by the loss of services in some areas, such as the closure of post offices and local shops.

6.39 Some disabled people and people with life limiting illnesses, may have reduced mobility or other difficulties in accessing transport. This may include difficulties in finding out about travel options and other information whilst on their journey; the cost of travel; physical access to public transport or to the pedestrian environment; the behaviour and attitude of other transport users; and perceived or real fears or risks associated with making a journey. This may be worse in rural areas and may result in some people being unable to make any journeys, resulting in a loss of independence and associated health and quality of life issues.

6.40 In some cases minor adjustments to the existing transport system or service may be result in more opportunities for people to be able to make a journey. For instance, the provision of dropped kerbs, the provision of accessible parking spaces in appropriate locations, or the removal of obstructions in the highway such as unnecessary signs or bollards. Improving training and increasing awareness of issues faced by disabled people would help particularly with accessing public transport. Some improvements need to be made by transport operators such as rail, coach, bus and taxi operators, either as good practice or through increased investment or compliance with legal or contractual/licensing requirements.

6.41 In the recent past, the Council has provided funding for enhanced concessionary fares schemes for both older and disabled people, including taxi vouchers, as well as support for Shopmobility and a Ring a Ride service. However a reduction in funding has resulted in the withdrawal of most of this funding. New ways of operating and funding innovative transport solutions to meet these specific needs will need to be explored, with the private and community and voluntary sector.

6.42 **Options**

Option 1 – Work with the transport operators and neighbouring local authorities to retain and improve a commercial public transport network to maximise access to services and facilities for those that do not have access to a car.

Option 2 – Use the Local Development Framework to focus new housing, retail, leisure, commercial and other developments in sustainable locations, that are easily accessible for pedestrians, cyclists and by existing public transport services.

Option 3 – Work in partnership with the private sector to adapt the existing transport network to meet more of the needs of older people and people with disabilities, limiting the need for specialist transport.

Option 4 - The Council will facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.

Option 5 – Identify small improvements in the existing transport network that can improve access, including utilising technology, training, providing information and physical changes.

Improving the public transport system for all users will have benefits across a number of the transport outcomes in this Plan, improving access to employment, services, and activities and improving the quality of people's lives, as well as reducing carbon if it reduces car trips.

As 20% of the local population are disabled people making improvements to transport and travel options will have a huge impact on the quality of people's lives, increasing independence, improving health and wellbeing, as well as supporting the local economy and community.

Policy 14 – Promote independent travel and access to activities, services and facilities, in particular for those who are disabled or have a life limiting health condition

Policy 15 – Prioritise the reliability, accessibility and availability of commercial public transport services through highway measures,

> *land use planning, contracts/licensing and working with transport operators.*

> *Policy 16 - Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.*

6.43 **Objective 5 - To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people**

6.44 During public consultation the majority of people were happy with the transport network in terms of making the journeys that they need or wanted to, the greatest area for improvement was around improving the quality of that journey. This can be broken down into 5 categories:
  i) Integration between modes;
  ii) Enhanced waiting or parking facilities;
  iii) Quality of roads and vehicles;
  iv) Attitudes and behaviours of drivers and other people travelling; and
  v) Ensuring that the transport network enhances its wider environment in terms of the public realm, landscape and green infrastructure.

6.45 For some journeys more than one mode of transport may be required and it is important that there is good interchange between them. One issue is the integration between bus services and both long distance coach journeys and rail services, particularly since the commercial bus network has changed severing the cross town bus services that served the rail station. There is very limited integration between public transport and the Airport. As part of the Cycling Demonstration Town a series of radial cycle routes into the town centre, linked by a circular route, has created an integrated cycle network. However a small number of gaps remain and this network needs to be extended to include other communities. And whilst most roads have a footpath along side and the Rights Of Way network provides a comprehensive network of footpaths and bridleways in both the urban and rural areas, there are still gaps in the walking network for some, meaning it is difficult to connect to other modes of transport such as rail or bus.

6.46 The quality of waiting environments and parking is also a key determinant of the journey experience. There have been a number of requests for a bus station but on further investigation that is mainly driven by a desire to have a better waiting environment for long distance coach travel and at town centre bus stops. Waiting facilities are also poor at North Road Rail Station. There is also a requirement for the right quality and quantity of parking at the right place for cars, freight vehicles, coaches, cycles, motorcycles, and taxis, as well as accessible parking for blue badge holders and bus layover.

6.47   The quality of roads and vehicles was an important factor for all modes of transport, whether it was footpath condition for those walking, road condition for those travelling by car, bus or cycle or the quality, accessibility and cleanliness of public transport vehicles. Whilst the inspection and maintenance of the highway and all its assets (including passenger waiting facilities, street lights, signs etc) is the responsibility of the highway authority, investment in accessible, clean buses, taxis and trains is the remit of private organisations.

6.48   Attitudes and the behaviour of other people travelling was an issue raised by people irrespective of how or where they travelled in Darlington and irrespective of their sex, age or where they lived. There appears to be a lack of consideration for others which results in a poor journey experience at best and at worst a very real road safety issue.

6.49   The transport network can have major negative impacts on the wider environment if these are not considered at the design stage. Transport schemes should endeavour to enhance the local environment through careful selection of materials, appropriate use of signs, lines, fencing, lighting and bollards and inclusion of landscaping or appropriate biodiversity measures where possible to minimise noise, light and air pollution. The total design of the scheme should encourage people to use it, especially when it is a scheme predominantly used by pedestrians and cyclists.

6.50   **Choices**

Option 1 - Improve the interchange between different modes of transport, in terms of physical facilities and transport services, taking into account the needs of all users.

Option 2 – Improve the waiting environments for those using local bus services and those using long distance or touring coaches.

Option 3 – Improve parking facilities, in line with the Parking Strategy[54], to support the local economy and improve access to services and facilities, in particular for accessible parking spaces and parking for coaches, motorbikes and cycles.

Option 4 – Work with Tees Valley Unlimited to secure the implementation of the Metro project for improvements to Bank Top Station including improved interchange between local bus services and rail services, improved cycle access to and cycle parking at the rail station and a new DDA compliant bridge.

Option 5 – Improve access to and facilities at North Road Station for pedestrians and those arriving by bus, taxi or cycle.

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[54] Darlington's Parking Strategy; Cabinet; June 2009

Option 6 – Maintain and manage the transport network to improve the journey experience for all users, including those travelling by sustainable modes.

Option 7 – Work with local transport providers to improve the maintenance and cleanliness of vehicles.

Option 8 – Educate, train and inform providers and the general public on how to make the journey experience better through access to information, individual behaviours and visible enforcement.

Option 9 – Utilise the Local Development Framework Supplementary Planning Design guidance and specialist officers to maximise the positive environmental benefits of schemes.

All transport authorities have a duty to maintain the highway network. The SEA stated that this must explicitly include maintaining the sustainable transport network as well. Lack of information and poor waiting environments are 2 of the key barriers to travel and were mentioned most frequently during consultation.

> *Policy 17 – Maintain the highway network for the safe and convenient movement of people (including pedestrians and cyclists) and freight in accordance with the Transport Asset Management Plan, including strengthening and maintenance of structures.*

> *Policy 18 – Provide information on transport and travel options before and during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours.*

> *Policy 19 – Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport.*

> *Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.*

6.51 Funding and prioritising expenditure

6.52 The funding that Darlington receives for Transport from central Government for the Local Transport Plan is split into two blocks, one for structural maintenance of highways and bridges, the other for 'Integrated Transport' which includes the management and

improvement of road safety, traffic management, car parking, walking, cycling, public transport and travel information. The Council also provides revenue funding to fund other aspects of transport including supported bus services, winter maintenance, street lighting, cycle training, and non structural maintenance etc.

6.53 With budgets currently under severe pressure, scheme costs, value for money and cost benefit analysis will need to be considered for all transport expenditure. As part of the consultation process we examined the pros and cons of using funding for 'maintenance, managing and improving' to establish a guiding principal for whatever level of funding is available during the period of the Plan. This was evaluate what people thought was important. The types of scheme or initiative under each category are detailed in **Table 2**.

Table 2 – types of scheme by category

Maintain	Roads
Inspect and repair the physical transport network:	Pavements
	Bridges
	Cycle paths
	Streetlights
	Road markings
	Road signs
	Traffic lights
Manage	Ensure the transport system is reliable through-
Ensure that the transport system is managed in terms of safety, cleanliness and reliability, and that people are able to make choices about how they use the transport system. This includes:	• *Removing obstructive parking*
	• *Enforcing bus lanes*
	• *Co-ordination of road works to reduce delays*
	Ensure people can travel safely and feel safe with-
	• *Cycle and pedestrian training*
	• *Speed enforcement to reduce the risk of accidents*
	• *Promote considerate behaviour towards other road users*
	Provide information so that people can make travel choices-
	• *Bus and rail timetables before and during the journey*
	• *Real time travel information*
	• *Directional signs for walking and cycling*
	• *Bus and cycle maps*
	Manage some costs associated with travel-
	• *Provision of bus passes and smart ticketing*
	• *Car park charges*
	Keep the transport system clean
	• *Street cleansing*
	• *Cleaning bus shelters*
	• *Hedge and grass cutting*
Improve	Extending and enhancing –
Augment the quality of existing transport infrastructure or add new infrastructure to extend the transport system.	• *Walking routes*
	• *Cycling routes*
	• *Roads*
	• *Bus network*
	• *Safer Routes to School*
	Tackle congestion hot spots –
	• *Junction improvements*
	• *New roads*
	Improving links between –
	• *Walking routes from car parks*
	• *Interchange between buses, trains and coaches*
	• *Interchange between cycling and rail*

- *Improve waiting environments for those using coaches, trains or buses*

6.54 The evidence from consultation was, when funding levels are low, for greater support for maintenance and an even split between managing and improving i.e. maintaining the transport system we already have before spending more money on making it better.

6.55 *Figure 1* shows a notional equal split between maintaining, managing and improving. *Figure 2* shows that public consultation showed greater support for maintenance and an equal split between managing and improving. However it is likely that funding will be reduced and in an environment of scarce funding it may be appropriate to focus on maintaining the transport asset to an agreed standard to ensure that it is fit for purpose; manage it in a more effective and efficient way; and then seek to improve it when further funding is available, as described in *Figure 3*. Once funding increases, progress against targets is monitored and development starts to take place, the balance between the strands of work may be realigned.

Figure 1

Figure 2

Figure 3
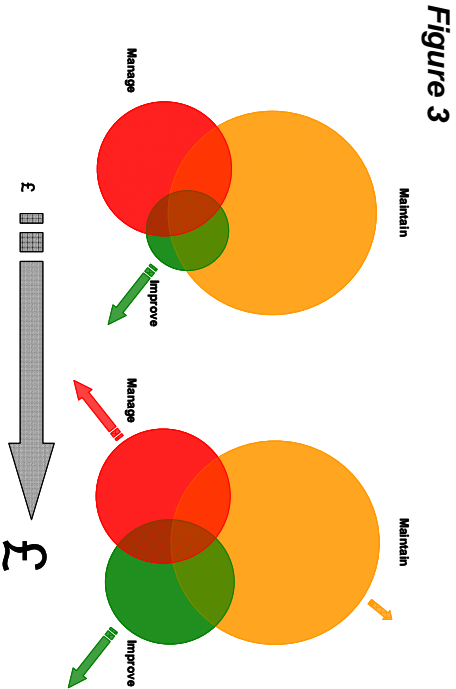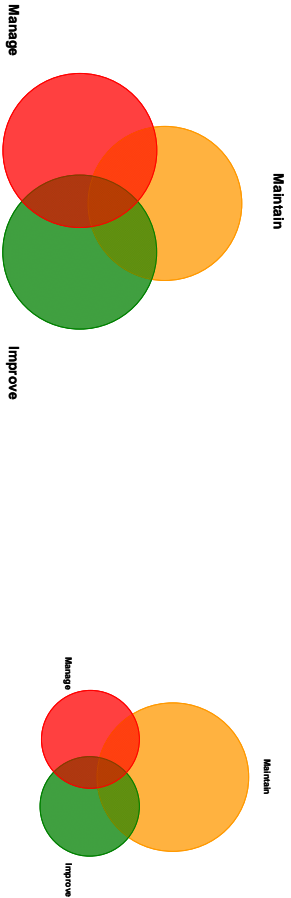
6.56   Darlington has a history of successfully bidding for additional funding for transport. This has included £3.24m for Local Motion, £2.5m as a Cycling Demonstration Town and £640k for the Boosting Advanced Public Transport Systems project[55]. DfT have also offered a grant to the Tees Valley authorities for the Tees Valley Bus Network Improvement project. Darlington will evaluate other funding opportunities as they arise to maximise funding available to deliver the outcomes in the strategy. The first potential opportunity will be the Local Sustainable Transport Fund[56], which has been announced by the Transport Minister.

6.57   There may be calls on the LTP for funding for other schemes such as Tees Valley Bus Network Improvement, which would have an immediate impact on the Implementation Plan.

6.58   **Choices**

Option 1 - With reduced funding, allocate more funding to maintenance to keep the budgets more in line with current levels of expenditure (£1.5m p.a.) to ensure the condition of the highway network does not deteriorate, but have significantly less funding for managing or improving the transport system

Option 2- Keep the budgets as allocated between maintenance and Integrated Block by the DfT and allocate all the ITB to managing or to improving the transport system.

Option 3 - Keep the budgets as allocated by DfT and allocate all the funds to maintain and manage the current network until funding levels increase and then start to improve the transport system.

Maintaining the transport asset is vital to keeping the transport network predictable, efficient and reliable. The transport asset has a high value and the budget to maintain it is relatively small. Funding needs to be focussed on schemes evidenced from condition data and identifying low cost solutions wherever possible. Managing the highway network is also key to ensuring that Darlington implements its statutory duty under the Network Management Act.

> *Policy 21 – The funding allocation for structural maintenance should be set at an appropriate amount to maintain the highway network at a reasonable condition level and the integrated block funding should be focussed on managing the network more efficiently and effectively. As funding increases there can be further opportunity for enhancing the network. Funding decisions should reflect the outcomes set out in this Plan.*

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[55] Project funding received from European Regional Development Funding through INTERREG IV B.
[56] Announced by Norman Baker, Transport Minister, 22 September 2010

6.59 Summary of Goals, Challenges and Policies

Objectives	Challenges	Policies
To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network	Support economic growth in Darlington without creating adverse traffic conditions, particularly at major regeneration and housing growth locations. Maintain and manage the highway network (including the strategic road network) so it operates efficiently, even when car ownership is increasing Integrate transport and land use planning to ensure that sustainable locations are developed, minimising the need or distance to travel Improve access to employment opportunities both in the Borough and in neighbouring areas, in particular for those with access to a private car Exploit Darlington's economic advantage as the 'Gateway' to the wider national road, rail and air transport network for both passengers and freight.	Policy 1 – Traffic levels generated by new development will be minimised through the provision and promotion of sustainable travel options, supported by traffic management as required and with the provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable. Policy 2 – To carry out the Network Management Duty in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling Policy 3 – To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users, supporting the HA in any bid for funds to address issues of congestion around Darlington; Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car; Policy 5 – To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders. Policy 6 – The Council will continue with to work with schools, businesses and other organisations on the implementation of their Travel Plans, and will seek to secure further travel plans through the Planning process. Policy 7 – to support local people into training and employment opportunities through sustainable travel options within Darlington and by rail, bus and car sharing for longer trips. Work with neighbouring local authorities and transport operators to sustain and improve transport links across borough boundaries, particularly to employment sites. Policy 8 – to attract inward investment and create new jobs in Darlington as a place through its good transport connections, quality of place and sustainable development sites, by utilising the Planning process and implementing the policies set out in the relevant economic and housing

		strategies.
		Policy 9 – Work with neighbouring authorities, transport operators and the business sector to exploit the economic benefit of Darlington's strategic location in relation to national and international networks.
To tackle climate change through quantified reductions in greenhouse gas emissions from transport	Reduce CO2 emissions from travel in Darlington, in particular longer distance, inter urban trips. To continue the successful implementation of Smarter Choices measures to tackle carbon reduction To increase the use of technology across all modes to reduce emissions – including the provision of better travel information, intelligent traffic management systems, electric vehicles and low emission public transport Mitigate the impacts of climate change on the transport network through design, materials and policies.	Policy 10 – Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance.
To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent	Reduce health inequalities in Darlington Integrate transport into the public health agenda and increase levels of active travel to improve health outcomes Continue to improve Darlington's road safety record	Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes. Policy 12 – to implement casualty reduction schemes to address known risks at particular locations Policy 13 – to reduce actual and perceived risks to travel through the implementation of area based improvements, supported by enforcement, education and training.
To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces	Meet the needs of an increasing and aging population, with a wide range of travel requirements, including those that do not have access to a car. Identify solutions that address transport issues for those in rural areas (12% of the population) and disabled people (including those with a life limiting illness – 20%+ of the population)	Policy 14 – Promote independent travel and access to activities, services and facilities, in particular for those who are disabled or have a life limiting health condition Policy 15 – Prioritise the reliability, accessibility and availability of commercial public transport services through highway measures, land use planning, contracts/licensing and working with transport operators. Policy 16 - Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.
To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment,	Provide a high quality journey experience for everyone, particularly on bus, coach and rail travel, including interchange. Provide the appropriate quantity and quality of parking for all modes and users including freight, coaches, taxis, motorcycles and bikes. Address the behaviour of all transport	Policy 17 – Maintain the highway network for the safe and convenient movement of people (including pedestrians and cyclists) and freight in accordance with the Transport Asset Management Plan, including strengthening and maintenance of structures. Policy 18 – Provide information on transport and travel options before and

heritage, landscape and people	users Implementation of the Rights Of Way Improvement Plan and Green Infrastructure Strategy to protect and enhance the natural environment whilst providing sustainable transport networks.	during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours. Policy 19 – Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport. Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.
Implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level[57]	*Reduced levels of funding and changes in the types of funding available from Government* *Greater focus on local decision making to meet local needs*	*Policy 21 – The funding allocation for structural maintenance should be set at an appropriate amount to maintain the highway network at a reasonable condition level and the integrated block funding should be focussed on managing the network more efficiently and effectively. As funding increases there can be further opportunity for enhancing the network. Funding decisions should reflect the outcomes set out in this Plan.*

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[57] Whilst not an objective of the Plan, there is a requirement to meet the LTP guidance, the Localism agenda and advice from DCLG to ensure that all public funding is spent wisely and value for money is achieved.

Chapter 7

Options

7.1 A number of options have been developed from various sources including public consultation, reports and best practice. These have been reviewed against the 5 goals to ensure that there is a strategic fit, and assess whether there is a direct impact (indicated by ✓✓) or an indirect impact (indicated with ✓) in **Table 1**. They have also been assessed as to whether they contribute to the maintenance, management or improvement of the transport network.

Table 1 Potential Options

	Maintain, manage or improve	Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network	Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change	People live long, healthy and active lives, travelling safely and making active travel choices	Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities	People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system
Reallocate road space to bus/car share/cycle lanes to provide priority and improve punctuality	Manage	✓✓	✓	✓	✓	✓
Better maintenance to keep roads, footpaths, bridges and street lighting in good condition	Maintain	✓✓		✓		✓✓
Capacity improvements at junctions on key roads, including the A66(T)	Improve	✓✓				
Capacity improvements at junctions on key roads, including the A66(T) with provision for sustainable travel crossing or alongside the junctions	Improve	✓✓	✓	✓	✓	✓
Smart ticketing and flexible ticketing	Manage	✓✓		✓		✓✓
More attractive and cleaner	Maintain/ Improve		✓	✓		✓✓

walking routes					
More travel information , including real time and fares	Manage		✓	✓	✓✓	✓
Lobby for more frequent rail services to Bishop Auckland through the Bishop Line Community Rail Partnership	Improve	✓	✓	✓	✓✓	✓
Lobby to enhance rail services to Middlesbrough through the Metro system	Improve	✓	✓	✓	✓✓	✓
Better coordination of streetworks to reduce disruption and delays	Manage	✓✓				✓
School and workplace travel plans	Manage		✓	✓✓	✓	✓
Promote efficient driving methods to reduce fuel consumption	Manage	✓	✓✓	✓		✓
Encourage more cycling through infrastructure, training, information and incentives	Manage/ Improve		✓✓	✓✓	✓	✓
Lobby or regulate for more accessible taxis and buses	Manage			✓	✓✓	✓✓
Reduce the need to travel by promoting home working and use of technology	Manage	✓	✓✓			
Better interchange between bus services and rail services	Improve	✓			✓	✓✓
Electric vehicle charging points	Improve		✓✓			
Safer Routes to School	Improve		✓	✓✓	✓	✓
Secure cycle parking in the town centre and other locations	Improve		✓	✓	✓	✓✓
Improved waiting environments	Improve		✓	✓	✓	✓✓

for bus, rail and coach passengers						
Personalised travel planning	Manage		✓	✓	✓✓	✓
Extend the walking and cycling routes to the rural areas	Improve	✓	✓	✓	✓✓	✓
20mph zones outside schools and in residential streets	Improve		✓	✓✓		✓
Car clubs	Manage/ Improve		✓✓		✓	
Better enforcement of traffic regulations to improve traffic flow	Manage	✓✓		✓	✓	✓
Park and ride	Manage/ Improve	✓✓	✓			
More bus services, especially in rural areas	Improve	✓			✓✓	
Address perception of safety through promotion of existing CCTV systems in public places, including on buses	Manage			✓✓		✓
Car sharing	Manage	✓	✓		✓✓	
Pedestrian and cycle training at primary and secondary schools	Manage		✓	✓✓		✓
Retain concessionary fares	Manage	✓✓			✓	
Lobby for cheaper commercial bus fares e.g. discounts for young people	Manage	✓✓			✓	✓
Bike hire scheme	Manage		✓	✓	✓✓	✓
Provide sufficient and high quality car parking	Manage/ Improve				✓	✓✓
Pedestrian facilities – dropped kerbs and crossing points	Manage		✓	✓	✓✓	✓
Lobby for low emission buses	Manage		✓✓			
Promote 'Change for Life' programme –	Manage		✓	✓✓		✓

health benefits of walking and cycling						
Integrate sustainable transport and land use – homes and employment – to reduce need to travel or distance to be travelled	Manage	✓	✓✓	✓	✓	✓
Lobby for helpful and friendly bus drivers	Manage					✓✓
Maintain and improve the Rights Of Way network	Maintain/ Improve		✓	✓✓	✓	✓
Buses to run more frequently	Manage				✓✓	✓
Conductors on buses	Manage			✓		✓✓
Lobby to improve access to employment sites in County Durham, North Yorkshire and Tees Valley for those without a car	Manage		✓		✓✓	
Enhance urban streetscape to promote walking and cycling	Manage/ Improve			✓		✓✓
Support the roll-out of electric vehicle charging points	Improve	✓	✓✓			✓
Continuation of Local Motion travel behaviour programme	Maintain/ Improve	✓	✓✓	✓✓	✓	✓
Improve the reliability of bus services in order to increase patronage	Improve	✓✓		✓	✓	✓
Improve the quality and availability of travel information, especially at bus stops near to rail stations and at the rail station to increase use of public transport	Improve	✓			✓✓	✓

Exploit the leisure and tourism opportunities of the Bishop Line	Manage	✓✓			✓	
Implement efficient working practices (joint working with other authorities) and framework contracts to increase value for money	Maintain	✓✓	✓			
Lobby for an air route between Durham Tees Valley Airport and Heathrow to support regeneration	Improve	✓✓				

7.2   A multi-criteria assessment matrix will be used to appraise these options to develop the Implementation Plan. This will include the contribution to the 5 outcomes and the priorities of maintaining, then managing and improving. In addition it will include deliverability (governance, technical, technological, legal); affordability (costs and availability of funding); value for money; analysis of carbon emissions; and risks.

Chapter 8

Targets and Monitoring

8.1   Targets need to be set for the key outcome indicators, as well as some of the contributory output indicators. When direct indicators do not exist or the cost or complexity of data collection is too great, proxy indicators may be used.

8.2   At the time of writing, the Government are proposing a single data list in which this Council would only be required to supply road condition and bus punctuality data to the Department for Transport[58]. Some other data, such as road safety information, would continue to be collected by other organisations since this is also required by the Department. Such data would still remain available to the Council for its use in making decisions about how best to achieve the outcomes of the Plan. The need for all other data sets is at the discretion of the Council.

8.3   The criteria used to select the indicators were that there should be as few indicators as possible, that ideally they should be collected already for other purposes and that the collection process should be proportional to the value of the information that the data provides. The table below summarises the chosen indicators for the first implementation plan. A review of the indicators will be undertaken as required, for example if additional funding was secured through the Local Sustainable Transport Fund or from other sources.

Table 1 Third Local Transport Plan Indicators

National goals[59]	Transport Strategy outcomes	Transport Strategy objectives	Indicator	Criteria
Support economic growth	Everybody is able to enjoy the borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network	To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network	Bus services running on time Changes to peak period traffic flows Road condition	A measure of the reliability of journey times across the Borough. A measure of how sustainable the demand for transport is, compared to the capacity of the transport network. A measure of how the road network is able to support economic activity.
Reduce carbon emissions	Everyone can play their part in reducing the impact of transport on the	To tackle climate change through quantified reductions in	How children travel to school Bus & rail	A measure of the level of sustainable travel. A measure of the level of

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[58] The single data list will be used by Government to monitor how it is meeting its international obligations and to account to the public and Parliament about its performance. The consultation period is due to end on 4 February 2011.
[59] Supporting economic growth and reducing carbon emissions are the new stated aims of the Coalition Government. The other 3 DaSTS objectives have been retained for completeness.

	environment and its contribution to climate change	greenhouse gas emissions from transport	patronage Walking & cycling to town centre	sustainable travel. A measure of the level of sustainable travel.
Contribute to better safety, security and health	People live long, healthy and active lives, travelling safely and making active travel choices	To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent	Casualties - KSI all people Casualties - KSI children	A measure of transport's impact on health. A measure of transport's impact on health.
Promote equality of opportunity	Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities	To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces	Access to town centre by bus	A measure of equality of opportunity
Improve quality of life and a healthy natural environment	People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system	To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people	Bus User satisfaction	A measure of journey experience.

8.4 The additional cost of monitoring the Local Transport Plan is expected to be marginal, since the data for the chosen indicators is mainly provided by other organisations at no charge, is part of the conditions of a major scheme grant, or is being collected anyway as part of existing functions of the Council. However, a review of the indicators would be undertaken should the current assumptions over collection costs change during the lifetime of the Plan.

8.5 Targets

8.6 The following targets have been set, based on current proposed activities that would be funded through the Local Transport Plan, Tees Valley Bus Network Improvement and other committed funding programmes. A review of the targets (both the value and trajectory) will be undertaken as required, for example if additional funding was secured through the Local Sustainable Transport Fund or from other

sources.

Table 2 Targets

Indicator & Target	2008	2009 Base Year	2010	2011	2012	2013	2014	2015
Bus services running on time	a) 66% b) 1.63	57.81% 2.218	58% 2.15	60% 2	62.5% 1.75	65% 1.5	67.5% 1.25	70% 1
Justification	a) Bus services running on time - percentage of non-frequent services running on time. b) Bus services running on time - excess waiting time of frequent services (minutes). The performance of the local bus service network has been disappointing, despite the provision of bus priority in some locations and the introduction of a new network, designed to minimise operational issues in 2008 by Arriva. Initial exploration of the data suggests that there may still be some discrepancies between it and similar data used by Arriva that need to be resolved, since Arriva internal figures suggest punctuality is around 95%. However, user evidence suggests that performance is deteriorating so a lower value may reflect the true situation. More work will be undertaken on this issue in year 1 of the Plan. Investment in the road network through the Tees Valley Bus Network Improvement major scheme is designed to make bus services both quicker and more reliable. For this reason, a rising trajectory is considered reasonable, although the full benefits of the major scheme are expected after completion in 2016.							
Events	Investment in highway network 2010/11 to 2015/16 through major scheme & LTP.							
Data source	Annual survey.							
Influences	A variation in the scope of investment carried out to improve journey times for buses.							
Management of influences	Close monitoring of journey times and implementation of mitigating measures where appropriate.							

Indicator & Target	2009/10 Base Year	2010/11	2011/12	2012/13	2013/14	2014/15	
Changes to peak period traffic flows	20,417	20,587	20,757	20,927	21,097	21,267	
Justification	Work undertaken during 2004 to 2009 as a sustainable travel demonstration town showed the potential for smarter travel choices to influence travel patterns. In the period from 2004 to 2008, a 9% reduction in the use of the car by residents of the town corresponded with a lower decline in the average combined peak hour flow across the inner counter cordon. (-2.1% between 2006/07 to 2009/10). The current economic conditions mean that background growth in traffic levels is expected to be less than originally forecast. The impact of the Tees Valley Bus Network Improvement major scheme and other actions to improve sustainable transport are also expected to contribute to the decline in traffic levels in these locations. However, the regeneration of the town centre fringe area will mean more trips by all modes, so counts could be expected to rise. Given the considerable uncertainty over this indicator, it is considered reasonable to set a slightly increasing trajectory at this time, and review progress yearly.						
Events	Funding may be secured through the Local Sustainable Travel Fund in the period 2010 to 2014.						
Data source	Automatic Traffic Counter Sites 11,12,13,14,15,17,18 & 34.						
Influences	The localised impact of the regeneration of the town centre fringe, attracting more traffic through the cordon and the counter influence of work to provide more sustainable travel.						
Management of influences	Actions under the Traffic Management Duty to expedite movement and through smarter travel choice projects.						

Indicator & Target	2009/10 Base Year	2010/11	2011/12	2012/13	2013/14	2014/15	
Road condition	a) 5% b) 13% c) 8%	5% 11% 10%	5% 10% 10%	5% 10% 10%	5% 10% 10%	5% 10% 10%	

Justification	a) Principal roads where maintenance should be considered. b) Non-Principal roads where maintenance should be considered c) unclassified roads where maintenance should be considered Despite funding levels being reduced in response to need for increased investment in street lights, the flat trajectories have been retained due to the increased value for money being obtained through framework contracts negotiated on a regional basis. These trajectories do depend on current assumptions about cost inflation, traffic volumes and projected costs for other areas of maintenance (bridges, structures & street lights).					
Events						
Data source	Annual survey					
Influences	Funding levels, traffic volumes and weather conditions.					
Management of influences	Active management of work programme based on condition data, with objective of achieving best value through preventative maintenance.					

Indicator & Target	2009/10	2010/11 Base Year	2011/12	2012/13	2013/14	2014/15	
How Children travel to school (primary) % of children travelling to school by car (including car share)	37.2%	37.1%	36.5%	36.0%	35.5%	35.0%	
How Children travel to school (secondary) % of children travelling to school by car (including car share)	16.4%	16.4%	16.0%	16.0%	16.0%	16.0%	
Justification	In previous years, the monitoring figure for car use on the journey to school has included both primary and secondary schools. As the journeys made by primary and secondary pupils can be very different it is important to separate these out to target our efforts more specifically on areas that have greatest potential for change. The figure used also includes 'car share' journeys as previous statistics have highlighted problems for pupils in distinguishing between 'car share' and 'car alone'. Data will continue to be collected separately but for the purpose of monitoring all car trips to school will be included. Statistics for this method of monitoring date back to the 2003/04 academic year.						
Events	The Local Sustainable Transport Fund bid may include funds for the expansion of the School Travel programme. A Department for Education review on Home to School Travel and Transport Policy may also have an effect.						
Data Source	Annual Travel to School Hands-up Survey in September.						
Influences	Any forthcoming changes to Home to School Transport policy and changes to supported bus services. Local and national events influencing parents' attitudes to the journey to school.						
Management of Influences	New Sustainable Travel to School group formed to ensure all DBC departments share information with regards to the journey to school with the focus on promoting sustainable and active journeys.						

Indicator & Target	2009/10 Base Year	2010/11	2011/12	2012/13	2013/14	2014/15	
Bus & rail patronage	a) 8.094m b) 2.184m	*7.851m* *2.206m*	*7.916m* *2.228m*	*7.980m* *2.250m*	*8.045m* *2.273m*	*8.110m* *2.296m*	
Justification	a) Local bus patronage b) Rail patronage Total bus patronage has declined by over a fifth since 2001, despite significant work to promote sustainable travel including through the Local Motion project. Work is ongoing to understand why this is so, including the use of detailed analysis of the potential for bus travel. Investment in marketing & information provision through the Tees Valley Bus Network Improvement major scheme is designed to help encourage use of bus services, complementing actions to make bus services both quicker and more reliable. Background factors including rising fuel costs and parking charges mean that the private car is less attractive compared to the bus for some journeys than historically. For these reasons, a very slightly rising trajectory is considered reasonable despite the decline to date, with more growth expected beyond 2015/16 as the effect of the major scheme is felt. Rail usage is largely dependent on the national level of economic activity and is influenced by passengers travelling from adjacent areas, since Darlington Station acts as a "railhead" for a wide area. Improvements are proposed under the Metro project, which seeks to provide a regular pattern train services in the sub-region, including Darlington to Saltburn via Middlesbrough. The project also includes proposals to improve accessibility at Darlington Station and the adjacent public realm to make rail travel more attractive. Historically, growth has been just under 20% (2004/5 to 2009/10) although numbers declined in 2009/10 compared to the previous year. The Council is a funding member of the Bishop Line Community Rail Partnership which is seeking to increase the use of the Bishop Auckland to Darlington railway line. The line, which has recently been designated as a Community Rail Service, has the potential to provide an alternative for employment, shopping and leisure trips in both directions,. There is also potential for sustainable tourism since ti uses part of the Stockton to Darlington railway line and goes past two significant rail museum sites. For these reasons, a rising trajectory is considered reasonable, albeit at a lower rate than previously experienced and this will be reviewed annually.						
Events	Funding may be secured through the Local Sustainable Travel Fund in the period 2010 to 2014 and through the Metro project.						
Data source	Ticket machine & sales data.						
Influences	General economic activity, commercial decisions by operators, available funding for supported bus services & weather conditions.						
Management of influences	Active management of patronage in partnership with operators and the Bishop Line Community Rail Partnership to increase levels of use, through marketing, information, improvements to infrastructure & services provided.						

Indicator & Target	2009/10 Base Year	2010/11	2011/12	2012/13	2013/14	2014/15	
Walking & cycling to the town centre	w 136,587 c 3,811	*137,952* *3,849*	*139,317* *3,887*	*140,682* *3,925*	*142,047* *3,963*	*143,416* *4,002*	
Justification	Darlington town centre is a location increasingly well served by walking and cycling routes; both dedicated and on street. This is reflected in an increase in walking trips of 9.6% between 2007/08 & 2009/10 and 13.4% for cycling trips. In 2008, research showed that residents of the urban area made 31% of their trips to the town centre on foot or by bike. A further 33% of trips were made by bus. The potential for walking and cycling has increased due to the investment made both as a Cycling Demonstration Town and a Sustainable Travel Demonstration Town. The town centre as a sustainable location, is taken to be a indicator of the generality of travel behaviour throughout the Borough, particularly within the urban area. However, a slightly rising trajectory is considered most appropriate in the absence of committed significant funding of smarter travel choice work, such as Local Motion. The forthcoming Local Sustainable Travel Fund is one opportunity to secure funding – the targets would be revised if funding was secured.						
Events	Funding may be secured through the Local Sustainable Travel Fund in the period 2010 to 2014. Improvements to walking and cycling routes over the inner ring road are scheduled for						

	implementation from 2014/15.						
Data source	Quarterly survey.						
Influences	General economic activity, weather conditions, comparative costs and convenience of alternative modes of transport.						
Management of influences	Active management of travel to and from the town centre through investment in infrastructure, information provision and promotional work including partnership with health organisations and town centre businesses through travel plans.						

Indicator & Target	2005/09 Baseline	2010 Actual	2011	2012	2013	2014	2015
Road casualties	a) 43 b) 4.6 c) 379 d) 47.4	Data to be supplied	*41* *4.6* *366* *47.4*	*41* *4.6* *360* *47.4*	*40* *4.6* *353* *47.4*	*40* *4.6* *347* *47.4*	*39* *4.6* *341* *47.4*
Justification	a) Number of people killed or seriously injured (three year rolling average value) b) Number of children killed or seriously injured (three year rolling average value) c) Number of people slightly injured (three year rolling average value) d) Number of children slightly injured (three year rolling average value) Base Year is the average of casualties in the period 2005 to 2009. Darlington Borough Council has a good track record at reducing accident rates through interventions that make sure that road designs are as safe to use as is possible. Analysis of recent accident data is showing that causal factors are often to do with driver behaviour or training, rather than road design. The trajectory maintains the current low levels of casualties for children, whilst reducing the total numbers of casualties. Progress against target under this indicator will be reviewed at least annually and appropriate amendments made to investment decisions if Local Safety Schemes are required.						
Events	Funding may be secured through the Local Sustainable Travel Fund in the period 2010 to 2014, thus permitting stretch targets.						
Data source	Accident records.						
Influences	Fluctuations in the casualty statistic due to the low number of accidents in the Borough, Driver behaviour, weather conditions and traffic patterns.						
Management of influences	Active management under the Traffic Management Duty.						

Indicator & Target	2009/10	2010/11 Base Year	2011/12	2012/13	2013/14	2014/15	
Access to town centre by bus	-						
Justification	Specification of indicator and target to be agreed.						
Events							
Data source							
Influences							
Management of influences							

Indicator & Target	2009/10 Base Year	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Bus user satisfaction	44.9%		*50%*		*55%*		*60%*
Justification	In 2008 the majority of the bus route network was changed due to commercial decision making by Arriva. The network change was accompanied by significant numbers of new, low floor, buses. These are proving to be popular and further new vehicles were introduced. Timetable information at all bus stops is provided by the Council to complement those provided by Arriva. Since 2008, most bus services have been unaltered so enabling users to get used to the travel opportunities that they provide. However, scope remains for improvements to journey experience in terms of customer care.						

	Investment through the Tees Valley Bus Network Improvement major scheme is designed to help encourage use of bus services, complementing actions to make bus services both quicker and more reliable. The target is based on the factors above.
Events	Funding may be secured through the Local Sustainable Travel Fund in the period 2010 to 2014.
Data source	Bi-annual survey, or alternative survey methodology
Influences	General economic activity, perceptions of bus travel, comparative costs and convenience of alternative modes of transport.
Management of influences	Actions provided through the major scheme. Increased encouragement and support offered to bus operators, especially in terms of customer care.

8.7 **Monitoring**

8.8 The targets in the Plan and the associated SEA will need to be monitored and results reported on a regular basis to Cabinet, Scrutiny and the Department for Transport.

8.9 **Programme Management**

8.10 The guidance for the development and implementation of Local Transport Plans and the emerging Localism agenda clearly shows that transport strategies, plans, schemes and initiatives need to contribute to the achievement of much broader corporate and community outcomes, closely aligned to meeting local needs identified through the Sustainable Community Strategy.

8.11 To this end, there must be robust programme and risk management processes in place to ensure not only that schemes and initiatives are delivered on time and to budget, but that they also achieve the outcomes set out in the Plan. As the Implementation Plan will be a shorter term rolling programme, it is important that processes are in place to design and review the schemes and initiatives each year to ensure that they will meet the outcomes of the LTP strategy and wider SCS outcomes.

8.12 The Department for Transport's Good Practice Note on Programme and Risk Management sets out the issues that need to be addressed and the processes are required. These are summarised in **Figure 1.**

Figure 1 – Programme management

Key questions	issues	Programme management process
Does the Implementation Plan cover everything in the Strategy?	Completeness of the Planning	Portfolio management
How do we keep control of how the	Overall Control Assurance	Assurance

Implementation Plan is going?		
Is it affordable?	Financial Control	Financial management
Do we have the resources we need?	Resourcing	Resource management
Have we selected the best things to do?	Prioritisation	Prioritisation
Will they be delivered on time?	Managing Delivery	Schedule management
What could go wrong? What would be the impact and how can we reduce the impact?	Managing Risks	Risk management
When risks materialise, how will they be resolved?	Managing Issues	Issues Management
Will the strategic outcomes be achieved and when?	Achieving outcomes	Benefits Management
Are the projects justified in their own right? Which projects deliver which outcomes?	Achieving benefits and outputs	Benefits Management
Who is in control of the LTP? Is decision making in line with policies and schemes of delegation?	Decision-making	Governance

8.13 In 2009 Darlington adopted a new capital project management system for all large scale capital projects. The Transport Policy and Highways teams have used this system for the delivery of the LTP programme and other transport schemes and initiatives for the last 2 years of the Second Local Transport Plan. Its fit with the processes identified in the Good Practice Note are noted in **Figure 2**.

8.14 The Transport programme of schemes and initiatives is agreed each year by Darlington's Cabinet, with some decision making on details of the programme delegated to senior officers in consultation with the Transport Portfolio Holder.

8.15 The programme is implemented using a series of Control Point documents to initiate, design, deliver and assess the schemes. The process is supported using a series of documents – Risk Log and Issues, Changes and Actions Log – to maintain financial control, mitigate against risks and review priorities.

8.16 There are a number of clearly defined roles split between the client (Transport Policy) and contractor (usually Highways) functions:

- Project Board (joint client/contractor) – provides strategic direction; reviews progress; makes decisions.
- Project Sponsor (client) – ensures resources are available; challenges project managers on exceptions to the plan; monitors and controls progress of projects at a strategic level; manages risks.
- Project Managers (contractor) – delivers the projects; prepares and maintains project documentation (including the Corporate Project Position Statement); identifies risks and implements actions to manage them; provide reports to Project Sponsor.
- Project initiator – client function – details the issue to be solved; strategic fit with LTP strategy and SCS themes; identifies funding.
- Programme Control Officer (client) – monitors the delivery of the total transport programme; produces a monthly highlight report for consideration by the Project Sponsor in order to make recommendations to the Project Board; retains overall monitoring of costs in order to manage the total budget and maximise claims for external funding.
- The Capital Programme Review Board review the PPS monthly and seeks further information from Project Sponsors and Project managers where there are significant deviations from planned delivery dates and budgets. A quarterly report is submitted to Cabinet and Resources Scrutiny.

8.17 **Results**

8.18 The introduction of these processes has resulted in:

- Better financial control and improved decision making on value for money of schemes
- More schemes delivered on time
- Improved risk identification and management
- New approaches to consultation
- Improved links with planning to facilitate the planning approvals process
- More timely involvement of DAD in the design process

Figure 2 - Summary of processes

Programme management process	Principles	Darlington's process
Portfolio management	Maintain the portfolio of projects that deliver the LTP; monitor all components; adjust the programme as needed; feedback into strategy	Monitoring of the total programme in terms of delivery, finance and risk management is ongoing and reported at the monthly Project Board meetings; reporting on monitoring data which is produced quarterly needs to be added to this

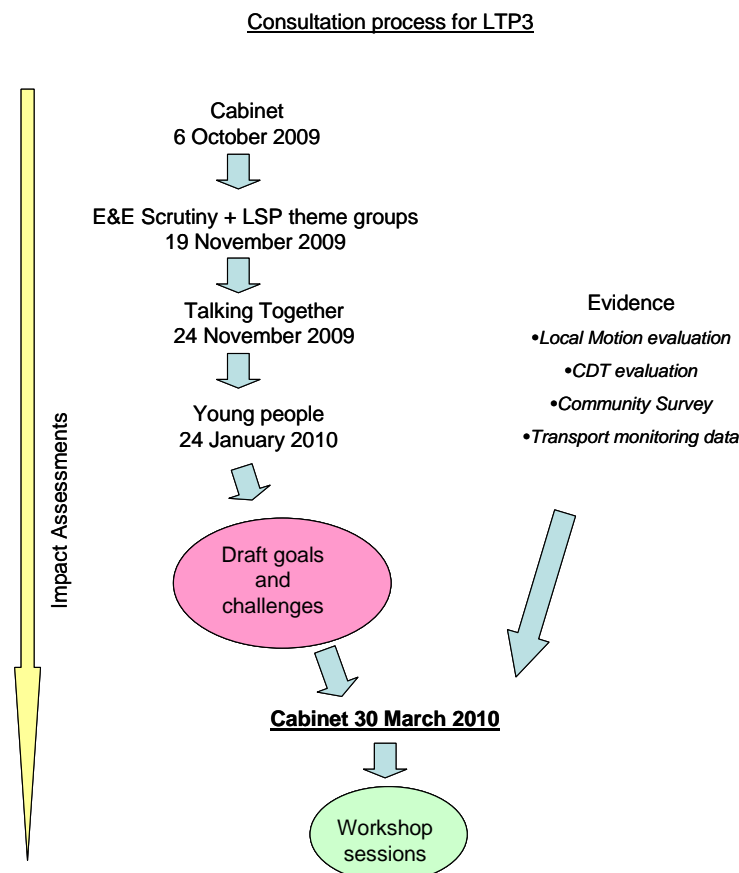|		process to guide the programme development; Corporate reporting occurs quarterly and annually.
Assurance	Conduct at programme level assurance review of status and progress of projects in programme	Annual review of programme; formalised review in 2008 as part of Delivery Report process for DfT; review of LTP2 programme will inform LTP3
Financial management	Determine overall funding available; plan and manage costs of programme and projects according to budget and any associated funding conditions; ensure financial processes are completed on time	Financial spreadsheet created and maintained by Finance for annual programme; Project Managers provide updates on project estimates and committed spend on a monthly basis; Sponsor makes recommendations to the Project Board on any underspends/overspends or changes to budgets and significant variations are reported to the Capital Projects Board; Programme Control Officer collates information for external funding claims for Finance to agree and submit.
Resource management	Determine resources available and resources/skills required; allocate resources as required to deliver the Plan	Resource allocation is undertaken as part of the detailed planning for the programme by the project Managers, highlighting resource implications; additional resource may be sought from a framework partner or the schedule may have to be amended; monthly meetings held with Community Services (DLO)
Prioritisation	Determine prioritisation criteria; agree programme and project priorities; amend programme if priorities change or if projects are at risk.	Prioritisation reflects the strategic goals in the LTP and takes into account a review of performance against targets; prioritisation also seeks to maximise additional external funding.
Schedule management	Determine and manage delivery schedule according to priorities, dependencies, risks, finance, resources and external factors.	Programme schedule agreed at beginning of year to ensure priority projects delivered taking into account key issues such as match funding and risks and appropriate timescales e.g. for planning approval, consultation or land acquisition; monthly meetings held with Community Services (DLO); Schedule

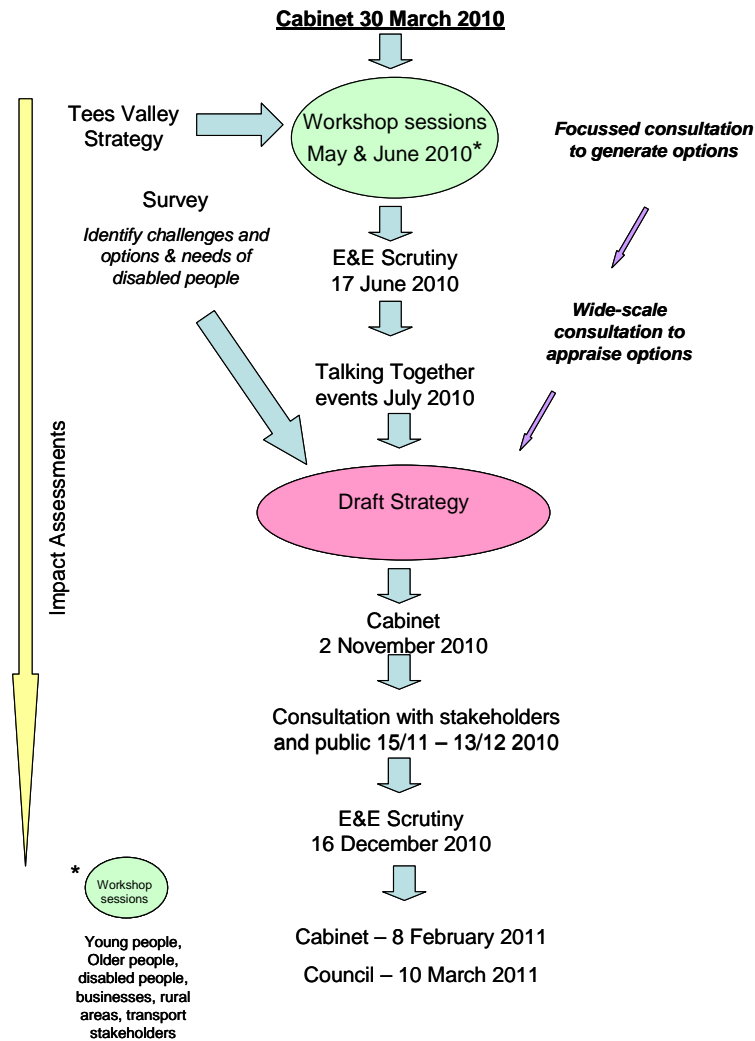|		varied at project Board meeting.
Risk management	Determine risk appetite and risk assessment criteria; identify and manage programme risks and escalate as necessary; identify and manage project risks and impact on the programme	Each project and the whole Transport programme have Risk Logs; risks are identified at the initiation phase and mitigation measures identified as required; Risk status is reviewed by the project Board on a monthly basis and decisions taken on both a project and programme basis.
Issues Management	Record any significant issues and their impact on delivery; communicate to all those affected; escalate when necessary	'Live' Issues Changes and Actions Log for each project records each issue or change as it arises; the Logs are available to all the project managers; Actions are clearly noted to ensure there is an audit trail of decision making. A separate ICA Log is maintained for the whole Transport Programme to ensure that issues with the total programme are recorded and actions to resolve clearly recorded.
Benefits Management	Define the required Outcome at a strategic level and establish how this can be monitored; Determine the expected benefits and manage the outputs.	All projects are linked to the achievement of both LTP objectives and wider Sustainable Community Strategy outcomes. Benefit measurement includes direct impacts of interventions as well as attitudinal and proxy measures for outcomes (e.g Community Survey or NHT Survey).
Governance	Define roles and responsibilities; Develop clear lines of escalation; Produce programme reports; Develop decision making processes and delegations.	Transport Project Board, Project Managers, Project Sponsor and Programme Manager all identified, with clear roles and responsibilities; Project Sponsor escalates issues to Project Board for decisions; Programme Highlight Report produced monthly for Board meetings; decision making processes in place, including delegated decisions to Transport Portfolio Holder by Cabinet.

Annex 1

Summary of consultation

1. Darlington has a strong track record on consultation, in particular with the general public and through formalised partnerships such as the Local Strategic Partnership.

2. The Third Local Transport Plan has been developed through a staged approach to consultation, integrating survey evidence, monitoring data and project evaluations with ideas and opinions from numerous sources. Reports have been taken to both Economy and Environment Scrutiny and Cabinet at various stages to seek approval to continue with the next stage of the process. Additional specific consultation was undertaken with young people at an early stage in the process following a request from Cabinet.

3. The first stage of the process, developing the draft outcomes for the strategy and identifying the challenges, is described in **Figure 1**. The second stage which involved focussed consultation to develop options and then wide-scale consultation to establish priorities in order to finalise a draft strategy, is described in **Figure 2**.

Figure 1 – Stage 1 of the consultation process

Consultation process for LTP3

Cabinet
6 October 2009

E&E Scrutiny + LSP theme groups
19 November 2009

Talking Together
24 November 2009

Evidence
• *Local Motion evaluation*
• *CDT evaluation*
• *Community Survey*
• *Transport monitoring data*

Young people
24 January 2010

Impact Assessments

Draft goals and challenges

Cabinet 30 March 2010

Workshop sessions

Figure 2 – Stage 2 of the consultation process

Cabinet 30 March 2010

Tees Valley Strategy

Workshop sessions May & June 2010*

Focussed consultation to generate options

Survey

Identify challenges and options & needs of disabled people

E&E Scrutiny 17 June 2010

Wide-scale consultation to appraise options

Talking Together events July 2010

Impact Assessments

Draft Strategy

Cabinet 2 November 2010

Consultation with stakeholders and public 15/11 – 13/12 2010

E&E Scrutiny 16 December 2010

* Workshop sessions

Young people, Older people, disabled people, businesses, rural areas, transport stakeholders

Cabinet – 8 February 2011

Council – 10 March 2011

4. The following is a summary of the key findings at each stage of the process.

Consultation on draft goals

5. **19th November 2009**
   Presentation and workshop with members of Economy and Environment Scrutiny Committee, Darlington Partnership and the 5 theme groups and Councillors.

   5 draft goals or outcomes were presented and 3 questions were asked:
   Are these 5 goals or outcomes right?
   Are there any goals or outcomes missing?
   Is there one that should be a priority?

6. There was general agreement that there was a great deal of commonality between the 5 goals set out in the national transport

strategy and the outcomes set out in One Darlington: Perfectly Placed, but that the local outcomes should drive forward the transport strategy for Darlington.

Prosperous Darlington	A need to create a fairer society and promote financial inclusion, with transport enabling access to training and employment opportunities. Particular issues for those in rural areas and disabled people. There should be a strong relationship between transport and land use planning. Transport should support the ongoing development of the town centre and other development sites, and Darlington as a visitor destination. Reliability of travel times is considered important for businesses.
Greener Darlington	Invest in a lower carbon transport system to reduce the negative impacts of transport on the physical environment and adapt to the increased risks resulting from climate change.
Healthy Darlington	There is a significant gap in life expectancy between wards and there is an aging population which will place different demands on the transport system. There is a need to minimise the negative impacts of transport – poor air quality, noise, physical severance, risk of accidents – and promote positive physical and mental health benefits of sustainable transport.
Aspiring Darlington	A requirement for better integration of transport services, land use planning and provision of education, training and employment opportunities to help people achieve their full potential, whilst travelling by sustainable transport. The creation of a high quality environment in the town centre and the opening of the University are seen as springboards for greater aspirations for the whole population.
Safer Darlington	Both actual and perceived safety need to be addressed. Creating safer environments will help to encourage more walking and cycling. A key issue is for everyone to respect all road users.

7. The *quality of journey experience*, including connectivity and interchange between modes was also considered key for all those making a journey. The LSP should have a leadership role to support behaviour and cultural change. The economy and climate change were seen as key priorities, but inequalities in health are also a key issue for the LSP to tackle.

8. The 6 draft goals were therefore agreed as being:
   a) To provide and maintain a reliable, predictable and efficient transport network to support employment, economic activity and sustainable development;

b) Deliver quantified reductions in greenhouse gases from transport with the desired outcome of tackling climate change;

c) Encourage more people to choose sustainable travel, benefitting health and wellbeing;

d) To enable everyone to access education, training, jobs, health and other services to support a fairer society;

e) Minimise the negative impacts of transport such as noise, air pollution, accidents and severance (barriers) on the natural environment, landscape and people; and

f) Improved journey experience – quality of life and quality of place.

9. **24th November 2009**
   Talking Together event
   Presentation and workshop with local organisations and members of the public (open invitation) plus on-line forum.

   Are these 6 draft goals or outcomes right?
   Are there any goals or outcomes missing?
   Is there one that should be a priority?

10. There was general agreement that the goals were right but that the Implementation Plan must be in place to ensure that the strategy actually delivers the outcomes and that it does not become just a list of meaningless statements.

11. It was recognised that carbon reduction could include a wide variety of measures. These included greater use of environmentally responsible modes such as walking, cycling and motorcycling, but also the potential use of technology and the potential role of electric cars and buses. This was seen as a priority as it would also contribute to delivering against many of the other outcomes, especially health, quality of life and the economy. There was some confusion over the word sustainable and a preference for the word 'green'.

12. Connectivity and good interchange between different modes, especially bus and rail, was seen as important, as well as better links between transport and land use planning.

13. Concerns were raised that other policy and decision makers in the public and private sector did not understand or consider the travel implications of their decisions.

14. Some people wanted the Council to take control of bus operations in the Borough, driven by a desire for a highly effective public transport system that will offer a real choice for car drivers.

15. Attendees also emphasised that the public should be able to give feedback throughout the process for developing the LTP, and that there should be an annual meeting to discuss the progress on delivering the Plan.

16. 24th January 2010
   Young People
   A facilitated workshop with a group of young people who had already done some work on raising the transport issues for young people

17. The two groups provided their views on the 5 draft goals, prioritised them and identified some challenges for young people.
   The young people broadly supported the goals, but prioritised them into 2 different orders:

	Economy	Carbon	Health	Green	Accessibility
Group 1	1st	2nd	3rd	4th	5th
Group 2			1st		2nd

18. The challenges they raised were:

- Transport needs to be *affordable* – an issue also raised by Campaign for the Protection of Rural England on behalf of people living in more rural communities. It was also felt that transport (buses) needed to be *reliable* – this was mainly a safety issue, reassuring parents that young people will be able to get to or from their destination on time.

- Young people also believed that it was they that would have to face the consequences of actions now, in terns of carbon reduction and impact on climate change.

- One group saw improving health as more important than safety. The other group saw safety as the key issue. Young people carry out an assessment between actual and perceived danger and journey times. It was felt that road safety training was undertaken in primary schools but not in secondary schools (often when they are allowed to travel independently).

- Accessing activities was seen as a problem as the public transport times did not always match the start and finish times of the activities. However the young people did not automatically assume that it was up to the bus operator to change the buses, but that actually it could be a change to the location or time of the activity or it could be a different type of transport altogether.

- They wanted the accessibility goal extending to include *access to activities* as most of what they do out of school is seen as an activity rather than a service or a facility (e.g. sport, hobbies, study, youth groups etc). This is mirrored in the travel statistics from Local Motion that show the majority of trips that we all make are for shopping and leisure.

19. In response to the views expressed during the consultation, the transport goals were altered to be:

   a) Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and **affordable** transport network;
   b) Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
   c) People live long, healthy and active lives, travelling safely and making active travel choices;
   d) Everyone in Darlington can maximise their life chances by being able to **access** services, **activities** and facilities; and
   e) People in Darlington enjoy a **positive journey experience** on an attractive, clean, **green** and sustainable transport system

Consultation on challenges and options

20. A number of workshop sessions were run with specific groups, and then a Talking Together event was held to enable organisations and local people to get involved and develop potential ideas as options for delivering the goals.

21. **31st March 2010
Council of School Councils – 4 secondary schools and 1 college were represented**

22. Many of the options that they generated were about the quality of the journey experience – cleanliness, attitudes of others, availability and quality of travel information and the environment.

23. There was a particular focus on affordability; availability and reliability of bus services; and safety across all modes of transport.

24. Young people came up with more innovative ideas – solar powered monorails, car sharing to reduce carbon emissions, compare the taxi.com, segways – but also some very basic ideas that would make a big difference – better attitudes by other road users, clean buses, cleaner walking routes, more secure cycle sheds, more promotion of health benefits of walking and cycling and more accessible vehicles for those with a disability (buses and taxis).

25. **20th May 2010
Businesses**
No attendees

26. **20th May 2010
Transport stakeholders
Representatives from Arriva, CPT, Sustrans, British Motorcycling Federation, Durham Constabulary, Tees Valley Rural Community Council**

27. The 3 main priorities that were highlighted were:
   - The importance of accurate information before and during journeys
   - Maintaining the highway network
   - Improving coach facilities in the short term and possibly a purpose built facility as part of Town Centre Fringe in the long term.

28. In addition options raised included:
   - Better integration between rail and bus, possibly utilising a small electric vehicle to link the town centre bus stops with the turning circle in Bank Top rail station.
   - More bus priority and enforcement of priority, to ensure that bus services are more reliable.
   - Car club
   - Using a different public transport model to deliver public transport in rural areas – e.g. demand responsive transport
   - Electric vehicles – cars and buses, though recharging is an issue (especially for buses that operate long distances even with the urban area)
   - Provision of 20pmh zones outside schools to address perception of risk to pedestrians and cyclists, even when there is no accident history
   - Review of park and ride options

29. **24th May 2010**
   Greener Theme Group, LSP

30. The members of the LSP group developed options for each of the goals. The focus was on promoting sustainable transport and reducing the carbon impact of travel. The key options were:

   - Aggressively follow up any complaints about public transport – this has been successful in Peterborough for increasing bus patronage
   - Learn lessons from the Cycling Demonstration Town project and apply it to bus travel, to achieve attitudinal change
   - Educate drivers so that they understand cyclists and pedestrians
   - Offset the environmental costs of travelling to work through investment in biodiversity
   - Electric charging points to encourage switch to electric vehicles
   - Discourage parking
   - Car clubs
   - More cycle (and motorcycle) facilities, including parking in the town centre
   - Accessible facilities through sustainable planning (land use planning and policy)
   - Improved public transport waiting facilities and better integration

31. **26th May 2010**
   Older People

Invited through Growing Older Living in Darlington and Age Concern

32. There was a focus on improving bus services, but also on encourage walking and maintaining roads. Some of the options included:
    - Completing the Inner Ring Road
    - Managing the movement of buses and providing a bus station
    - Providing all day blue badge parking
    - Providing and enforcing the use of bus lanes, especially illegal parking
    - Re-introduce a paid for concessionary schemes (i.e. previous local scheme)
    - Coordinate streetworks better to reduce delays
    - Roll out of real time bus information to key stops
    - Smart ticketing – so do not need to carry money (good from a personal safety point of view)
    - Car Club
    - Electric cars
    - More cycle parking required
    - Personalised travel information, especially if you are new to the town
    - More accessible taxis required
    - All buses should be low floor
    - More dropped kerbs are required
    - Cycling on pavements is an issue and needs greater enforcement
    - Better interchange at the rail station
    - Require proper coach stops and passenger waiting facilities
    - Need more residents parking
    - Do not use green space to accommodate parking (verge hardening)

33. **11th June 2010**
    Disabled people
    Invited via Darlington Association on Disability

34. Transport is a priority for people with a disability. The personalisation agenda will provide people with greater choice, but only if suitable transport is available to enable people to access the services, facilities and activities that they need or want to use.

35. Many of the issues raised were challenges rather than options. Most require small scale improvements or changes in behaviour, some of which can be addressed through raising awareness of the issues that disabled people face or training.

    - Car parking on pavements causing an obstruction
    - Management of streetworks and building works, especially when they impinge on the footway
    - Cyclists to be separated from pedestrians

- Real time information is good, but would also like audible announcements on buses and at bus stops
- Bus drivers are not always helpful, especially when communicating with people at bus stops before they have got onto a bus
- Disabled people would first and foremost like genuine travel choices, climate change is secondary. Need to provide choices that combine both whenever possible.
- Safety is an issue if pedestrian crossings are not working
- Panic buttons on buses would help people with learning difficulties
- To access employment and other services, need to be certain that can access a bus or taxi on a regular basis
- Consider using cheap alternatives when possible e.g dropped kerbs
- Review car parks to make accessible parking bays truly accessible
- Need to use all communications channels when changes come into effect on transport e.g. Twitter, Facebook
- Access to rail station is difficult – what about a trevlator

36. 17th June 2010
   People living in rural areas
   Invited via the Association of Parishes
   Attendees from Sadberge, Bishopton, Hurworth, Neasham, Middleton St George, East Newbiggen and West Newbiggen.

37. Transport is seen as a vital service in rural areas, particularly for those without access to a car. There was a general consensus that the bus service that they currently get is good – on time, clean vehicles and pleasant drivers – and would like to see the services being more frequent. However there was an understanding that keeping the existing services is crucial and any improvements would be an aspiration. Whilst concessionary fares are valued, they would rather pay and keep a bus service, than have a concession but no bus service on which to use it.

38. There were a lot of options to reduce carbon emissions:

- Electric cars and charging points for each village
- Car Club
- Enhanced rail services (especially suing Dinsdale station)
- Better broadband in rural areas to support home working
- Cycle training and cycling groups to encourage more cycling, linked to better cycle parking at supermarkets
- Pool bikes or cycle hire in villages
- Promote more positive driver behaviour

39. To promote better safety
- 20mph speed limits in villages

- Extend the Community Speed Watch programme which has started in Sadberge

40. To improve access:
- Support the development of the Metro, enhancing the rail services for Dinsdale station
- More services to be provided locally e.g. post office, shop
- Safe walking and cycling route from Sadberge to MSG, also enhancing provision for those using mobility scooters (an increasing issue with an aging population)
- More dropped kerbs, especially at bus stops

41. To improve the journey experience:
- Conductors on buses could help older people
- Extend walking and cycling routes in rural areas – just because villages are in rural areas there is not necessarily good access to green space/infrastructure
- Stop HGVs operating through villages

42. Talking Together events
10th and 12th July – stall in Darlington market
16th and 17th – drop in event in Dolphin Centre
Promoted via an article in the Town Crier, press release and a shop window display (Figure 3)

Figure 3 – graphic of shop window display

43. The aim was for local people to have their opportunity to provide options and ideas for delivering against the goals. In addition it had become more apparent that the level of funding for transport that would be received from Government and locally would be significantly reduced. Tough choices on how the money would be spent would therefore have to be made. It was decided to add an element of forced choice to see how people would like to split the funding. They were asked to split £100 in blocks of £10 between 3 areas of work that the LTP covers. These were:

Maintain, Manage, Improve

Maintain	Manage	Improve
Maintain the transport assets that we currently have (physical infrastructure)	*Make best use of the transport network that exists and make the most appropriate travel choices (manage, inform, enforce)*	*Add to the transport assets and travel system (physical improvements and new or enhanced transport services)*
Examples	Examples	Examples
Inspect and repair: Roads Pavements Bridges Streetlights Road markings and signs Traffic lights Cycle paths Winter gritting	Ensure reliability through implementation of the Network Management Plan; Ensure people can travel safely and feel safe through training, enforcement and education; Provide information so people can make travel choices; Manage some costs of travel such as car parking and concessionary fares; Keep the transport system clean	Extend and enhance walking and cycling routes, safer Routes to School, bus network and roads; Tackle congestion hot spots with junction improvements and new roads; Improve interchange between all modes; Improve waiting environments for rail, bus and coach passengers

44. The results showed that there was significant support for maintaining the existing physical infrastructure, receiving 44% of the notional funding. The remaining funding was split more evenly between managing (26%) and improving (30%). This allocation of funding was not determined by the mode of transport that was used by the respondent, but was more a recognition that when funding is limited it is more prudent to spend it on making sure what you currently have is well looked after and fit for purpose.

45. Two key issues that were raised a number of times over the 4 days were:

1) Consideration to other road users – this was seen as an issue across all modes
    a. cyclists cycling on pavements with no consideration for pedestrians
    b. car drivers parking with no consideration of the needs of pedestrians or bus/HGV drivers
    c. car drivers not letting buses pull away from bus stops
    d. vehicular traffic not showing due consideration for cyclists whom choose to cycle on the road
    e. pedestrians using mobile phones or listening to music and not looking where they are going causing problems for other road users
2) Coach station/bus station – this was quoted as a solution to a myriad of problems but needs to be considered as two separate issues as they operate differently:
    a. Coach station for long distance travel
        i. few places in the town for coaches to park e.g. to serve the theatre, Dolphin Centre etc
        ii. Long distance tour operator coaches require places to stop over to allow drivers to have a rest period – opportunity for Darlington's economy
        iii. National Express coach stop to pick up/drop off passengers – currently poor passenger waiting facilities
    b. Bus station for local bus services
        i. To take buses out of the town centre altogether
        ii. To provide enhanced waiting facilities
        iii. To reduce congestion on the roads in the town centre

Consultation on draft strategy including options

46. The consultation took place between Monday 15th November – 13th December 2010, following approval by Cabinet (2nd November 2010).

47. The Draft LTP3 was made available on-line, and in printed format at the Town Hall and in Libraries, and was promoted via a press release.

48. The information was sent via lead officers to all members of the 5 Darlington Partnership Theme Groups – and included a briefing at Healthy Darlington's meeting (24th November). It was sent to statutory and other stakeholders, and key officers within the Council.

49. The results of the consultation were presented to Economy and Environment Scrutiny Committee on 16th December 2010 in a verbal report and a summary circulated following the meeting.

Stakeholders

Jobcentre Plus	Supports to key issues for employment opportunities namely: inward investment-attracting new businesses and creating new jobs on existing and new sites with traffic management and sustainable transport options; and supporting local people into training and employment opportunities through sustainable travel options by bus, rail and car sharing for longer trips. Local issues raised by Jobcentre Plus revolve around bus transport, particularly lack of services fitting with shift work; some journeys requiring 2 buses; and issues with transport in rural areas.
Durham Constabulary	Ensure that the options for non-motorised traffic on the strategic road network are clear by changing the wording to reflect that non motorised users are not allowed to travel on sections that are motorways. Facilities should be provided that enable non-motorised users to travel along the route of or are able to safely cross the strategic road network (either through bridges, underpasses, use of quiet roads/bridleways or provision of new routes). Following analysis by the Police of an 11 month period in 2010, excess speed only contributed to 4.9% of road traffic accidents. Therefore they query whether enforcement of speed would reduce the risk of accidents.
North Yorkshire County Council	There are important links between Darlington and North Yorkshire, particularly as many of the services for residents in North Yorkshire are located in Darlington. There are strong links between Darlington and Richmond and Catterick Garrison. Some of the traffic that contributes to congestion issues in Darlington is generated by Yorkshire residents and therefore efforts to promote more sustainable transport on these links will help to reduce traffic levels. We will support any efforts to improve, and at a minimum retain current levels of, connectivity and accessibility, particularly in terms of improving public transport links and maintaining the cross boundary network to a suitable standard. Road safety is an issue for North Yorkshire, particularly by non residents, and at risk groups such as motorcyclists and people driving to work. Will work alongside DBC to educate on road safety issues.
Friends of the National Railway Museum North East Branch	Tees Valley Transport strategy – Challenge 2 – the Plan should take into account the cross boundary trips between Darlington Borough and North Yorkshire and County Durham, particularly for those without access to a private car. The Plan should take these demands into account and develop cost effective solutions, making use of the existing rail lines where appropriate. East Coast Main Line and Darlington Gateway – Bank Top Station provides access to long distance travel, as well as the Bishop Line and eastwards to Middlesbrough and Saltburn. This cross Darlington link is important when viewed from the perspective of people living in County Durham in providing access to employment and further and higher education. More promotion of this service should be included. Rail loading gauge clearance – we support the use of the rail network for transporting freight and raise concerns that with increased rail freight traffic Darlington could become a bottle neck, unless the rail industry develops solutions. A *challenge* is the need to improve interchange between bus and

	rail at Bank Top Station and at North Road Station. At Bank Top this could be achieved through improvements to the east of the station with bus services on Neasham Road and an improved footbridge. At North Road this could be achieved with a new platform to the north of the line with bus interchange and parking ***Options*** – improved rail information at bus stops near rail stations ***Options*** – lobby for more frequent rail services, including Sunday services, as part of the rail franchise process. ***Options*** – promote the use of the Bishop Line to access leisure activities and tourist opportunities, including the rail museums.
Tees Valley Rural Community Council	Rural transport does not appear as a specific area of transport in any of the strategy, policy or choices and challenges sections. The rural population have distinct transport needs, and do represent about 12% of Darlington borough's population. The transport goals concerning accessibility should apply to the whole Borough, including the rural areas. Accessibility is one of the most important transport issues – for people without a car, older people, disabled people and isolated rural residents. The LTP ***outcome*** 'Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities', includes the rural population, who, with fewer current transport services available to them, perhaps deserve increased emphasis with regard to allocation of future resources. The ***challenge*** relating to 'maximising life-chances' should include everyone, not just older people. The ***challenge*** to 'target funding at schemes and initiatives that are low cost, deliver value for money and /or deliver the greatest outcomes at a local level' needs to include the rural areas. The needs of individuals seeking travel options to meet their personal travel choices could be met through locally allocated transport funds, and a bid to the Local Sustainable Transport Fund is an opportunity to secure funding, perhaps at a parish Council level. The ***policy choice*** 'Work in partnership with the private and voluntary community sectors to adapt the existing transport network to meet more of the needs of older people and people with disabilities (disabled people), limiting the need for specialist transport.' It should be noted that rural isolation parallels the needs of older and disabled people. Partnership working with the community and voluntary sectors may result in a reduced need for specialist transport, but the sector will require support to provide appropriate transport services to fill in the gaps. Use could be made of the Northern Transport Hub.
Confederation of Passenger Transport, Northern Region	Little reference is made to the operation of scheduled or non-scheduled coach services in Darlington. CPT would agree that there needs to be an improvement to waiting facilities in the short term. Longer term improvements should be part of town centre fringe improvements but may not need to be a purpose built facility, which implies something substantial and high cost – only minor and low cost fine tuning is required (this is based on current town centre layout and traffic operation). No recognition is made of the possible business and regeneration opportunity provided by attracting touring coaches, with Darlington as both a destination and a 'calling in' place on coaches using the A1(M). This should be seen as an opportunity not a problem to be resolved. CPT recommends that Darlington Borough Council makes the point forcibly that the for major (and even minor) health developments to go ahead regardless of their accessibility is a major contributor to

	social exclusion and penalises those most in need of assistance.
British Motorcycling Federation	Would like to see greater mention of Powered Two Wheelers in the Plan, particularly in relation to reducing carbon emissions and tackling congestion.
Highways Agency	Response to the LDF Core Strategy – amendments to the required improvements to the A66 from part dualling to junction improvements at DETC, Morton Palms, Darlington Arena, Blands Corner and Great Burdon.
Healthy Darlington Business Group	Would like to see interventions targeted at certain groups e.g. those with specific health issues, the elderly – with appropriate messages. Want to tackle and/or prevent social isolation in older people. Potential to use informal volunteering networks. Brokerage of available transport to maximise use. Air quality isn't a major environmental issue in Darlington, but interventions to tackle vehicle emissions are important due to the potential impact on health for those with respiratory conditions, including asthma. Road safety – target interventions to reduce slight injuries as there is greater benefit to the NHS due to the volumes (compared to KSIs). Education, enforcement and training are key to road safety work. Could volunteers undertake such roles as clearing snow from pavements near old peoples' homes to support the concept of reducing slight injuries?
Public Health Policy, NHS County Durham	The document provides a useful picture of Darlington's transport issues and is strong on the connectivity to the Tees Valley. There are useful sections on the strategic drivers, active/sustainable travel agenda and ongoing consultation feedback. The evidence base is less clear. It is difficult to gauge what the impact of the previous plan has been. The support for many of the approaches set out in the document is countered by 3 main concerns: - The need to plan for reduced travel and travel distances by enabling better local access to services, and by remote connectivity, so as to reduce the adverse health impacts of the transport system. (This will fundamentally challenge the concept of 'choice'); - The need to reduce the actual and perceived barriers to active travel through a combination of infrastructure and behavioural interventions; and - The need to 'future proof' any economic prosperity (rather than growth) by building resilience against climate change and 'peak oil' which means a greater focus on local access, active travel and efficient public transport or its equivalent.
Darlington Association on Disability	The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing. (This is supported by evidence provided from a Shopmobility Users survey, DAD, 2010 provided as part of the consultation response). The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed. Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people. There is no recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.
Tees Valley Local Access Forum	Increase the number of trains that stop at the Airport Rail Station, linked to the terminal by minibus. There is no bus or coach station in Darlington; there is no public

	transport link to the rail station in Darlington; and Darlington Memorial Hospital is not included in the consultation.
Bishop Line Community Rail Partnership	Reiterates the comments made by Friends of the National Railway Museum North East Branch. In addition North Road Station is identified as having particular issues regarding access, antisocial behaviour, lack of facilities and interchange. It is worth considering a new DDA compliant platform to the north of the line, providing good passenger waiting facilities. The new road being built adjacent to this site (North Road/Whessoe Road junction) would provide an opportunity to develop an interchange with facilities for pedestrians, cyclists, buses, taxis and car parking. The existing platform could be returned to use by the museum.
Highways Agency	Would welcome the opportunity to comment on the Implementation plan when it is developed. The HA will be involved in the Local Enterprise Partnership and will aim to assist in investigating funding sources such as the Regional Growth Fund. Welcome the close development of the LTP and the LDF and support this approach, ensuring a close link between spatial planning and transport in both documents. HA are keen to maintain the partnership approach that has been taken with the Tees valley authorities in developing the Area Action Plan and Tees valley Connectivity and Accessibility Study. Both are reflected in the Tees Valley transport strategy and Statement of Ambition which underpin the policy goals in the LTP. The HA recognises the continued safe and efficient operation of the Strategic Road network is important to the economy of Darlington. HA welcomes the emphasis on the need to build on the successes of the Local Motion project and the promotion of non car modes. Policies to promote the use of public transport will help to address the pressures on the junctions on the A66 as developments outlined in the LDF Core Strategy are brought forward. We support the approach of identifying improvements to the A66 in both the LDF Infrastructure Delivery Plan and within the LTP Options.

Council Officers

Development and Commissioning 0-11 Years, Children's Services	Lack of flexibility in home to school transport for disabled children and young people. As contracts are not flexible children have to travel home at the end of the school day and are unable to access after school care or activities, resulting in inequality of access.
School Place Planning, Children's Services	It should be noted that whilst the numbers of older people is increasing, the birth rate has risen in recent years, with a resultant impact on pupil numbers. Forecasts are for the birth rate to peak in 2014, and then a slow decrease, though with limited impact on pupil numbers at this stage. Number of infant, junior and primary schools has fallen from 30 to 29 with the amalgamation of the 2 Dodmire schools. Further education is provided by the two colleges and Carmel RC College sixth form.
Adult Social Care	Require options that are sufficiently flexible to address area based issues but also cross cutting themes. Would like to create an environment that supports the Big Society, encourages the development of Community Enterprise Schemes and use of Social Capital.
Housing Strategy and	A requirement for more executive housing in Darlington has been identified to reduce the home to work travel and retain more highly

Renewals	skilled employees through a broader local housing offer. This should reduce travel from other areas with more executive housing in North Yorkshire and South Durham. The expansion of Catterick Garrison may have increased the level of cross boundary trip making from North Yorkshire. Reducing the need to travel by increasing levels of home working and creating living and working space as part of new housing (e.g. Lingfield Point). Additional housing should be on previously developed land rather than in rural or greenfield sites in order to minimise pressure on the transport infrastructure. The creation of extra care housing schemes enables essential health services to be purchased and delivered to vulnerable residents on site, reducing the need to travel. Durham Tees Valley Airport – need to identify the key link to European markets and the essential link to Amsterdam for on-ward long haul flights. Local sustainable production of food could reduce the carbon emissions associated with the travel impact of food production. Provision of large scale new family unit housing must consider creating suitable, appropriate and safe accessible routes for additional pupils to and from local schools. Consider the use of electric or hybrid fleet vehicles for DBC operational staff to reduce carbon emissions from transport. Provide/Improve or Remove street furniture and signage to improve accessibility and mobility. (Links to safety)
Planning Policy	Technical updates on issues such as the LEP, university in Darlington, airport, LDF process, response to LDF from HA and Area Action plan work. Generally the LTP focuses on the problems caused by development now and current patterns of development – more needs to be said throughout it about linking to proposals in LDFs across the sub region and in Darlington.
Countryside and Rights Of Way	Assume ROWIP to be included in LTP3 as per LTP2. Amend the transport outcome 'people in Darlington enjoy an attractive, clean, green, *connected* and sustainable transport system'. In the Tees Valley chapter need to add a paragraph about the quality of life and the importance of 'natural assets' both in the urban and rural areas, identified in the Tees Valley Green Infrastructure Strategy. By improving the local environment, including local venues, people choose nearby locations for recreational travel, resulting in improved fitness and reduced car miles. Need to include measures for adaptation to climate change – need heard landscapes, including highways, to be designed with critical green infrastructure elements included, in order to reduce disconnections in the green corridors. In the Chapter on Darlington Context need to add a section on Green Infrastructure, referencing the aims of the emerging Darlington Green Infrastructure Strategy and how sustainable transport and green infrastructure work together. One of the *strategic choices* in Economy needs to identify how to cater for increased travel whilst simultaneously protecting and enhancing the quality of the outdoor environment for people's enjoyment. One of the *strategic choices* in carbon reduction needs to explore how improving green infrastructure helps to improve the quality of the journey experience, with other associated benefits for health, social inclusion and improving biodiversity.

Public

50. No comments were sent in from members of the public or entered on the on-line forum.

Potential amendments to the LTP3 Transport Strategy on the basis of the consultation response

51. Need to add a rural dimension to the LTP3 – particularly in terms of outcomes, challenges and options. It is useful to consider the rural dimension in the context of meeting the needs of older and disabled people, as rural isolation has some parallels in terms of limited travel choices. The role of the Community and Voluntary sector needs to be explored and potential inclusion in a bid to the Local Sustainable Transport Fund.

52. Need to consider cross boundary trips into North Yorkshire and County Durham, particularly by rail and bus.

53. Need to consider the role of the rail network, including the Bishop Line and cross boundary trips from County Durham to the rest of the Tees Valley. This should include improved interchange between rail and bus and better information. This may be achieved through physical enhancements at North Road and Bank Top Stations, potentially funded as part of the Metro scheme and/or a Regional Growth Fund bid via the LEP.

54. It is worth considering a new DDA compliant platform to the north of the line, providing good passenger waiting facilities. The new road being built adjacent to this site (North Road/Whessoe Road junction) would provide an opportunity to develop an interchange with facilities for pedestrians, cyclists, buses, taxis and car parking. The existing platform could be returned to use by the museum.

55. Identify schemes and initiatives to reduce trip lengths or the need to travel at all.

56. Support the Airport, particularly the links to Amsterdam for onward long haul trips. Increase the number of trains that stop at the Airport Rail Station, linked to the terminal by minibus.

57. As land is developed for housing, identify suitable, appropriate and safe accessible routes for additional pupils to and from local schools. Welcome the close development of the LTP and the LDF and support this approach, ensuring a close link between spatial planning and transport in both documents

58. Improve accessibility and mobility, particularly for pedestrians, through better management of street furniture and signage.

59. Consider the use of lower carbon options for operational transport within DBC.

60. Create an environment that supports the Big Society, encourages the development of Community Enterprise Schemes and use of Social Capital to deliver transport solutions or minimise the need to travel.

61. Disabled children and young people do not have the same access to after school activities due to inflexible home to school travel contracts.

62. Minor and low cost improvements could be made to coach facilities to significantly improve travel to and from Darlington by coach. As the town centre develops the requirements for coaches need to be included. The potential market for touring coaches should be developed promoting Darlington as a destination and a 'drop in' place on longer distance journeys.

63. Health developments (including potential hospital at Wynyard) should be accessible by public transport.

64. Road safety should focus on reducing slight injuries, as part of the strategy in health to reduce slight injuries from all causes. Education, enforcement and training are key to this.

65. Use of volunteers and volunteering networks to assist in reducing social isolation and addressing safety and health issues, through practical assistance and brokering of transport.

66. The Rights Of Way Improvement Plan will be included in LTP3 as per LTP2 as an existing development strategy and further reference will be made to the emerging Darlington Green Infrastructure Strategy. Need to include measures for adaptation to climate change

67. Need to identify how to cater for increased travel whilst simultaneously protecting and enhancing the quality of the outdoor environment for people's enjoyment.

68. Need to explore how improving green infrastructure helps to improve the quality of the journey experience, with other associated benefits for health, social inclusion and improving biodiversity, as well as reducing emissions of carbon.

69. The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing.

70. The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed. There is no

recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.

71. Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.

72. The HA will be involved in the Local Enterprise Partnership and will aim to assist in investigating funding sources such as the Regional Growth Fund. HA are keen to maintain the partnership approach. The HA recognises the continued safe and efficient operation of the Strategic Road network is important to the economy of Darlington.

73. HA welcomes the emphasis on the need to build on the successes of the Local Motion project and the promotion of non car modes. Policies to promote the use of public transport will help to address the pressures on the junctions on the A66 as developments outlined in the LDF Core Strategy are brought forward. We support the approach of identifying improvements to the A66 in both the LDF Infrastructure Delivery Plan and within the LTP Options.

74. The need to plan for reduced travel and travel distances by enabling better local access to services, and by remote connectivity, so as to reduce the adverse health impacts of the transport system. (This will fundamentally challenge the concept of 'choice').

75. The need to reduce the actual and perceived barriers to active travel through a combination of infrastructure and behavioural interventions.

76. The need to 'future proof' any economic prosperity (rather than growth) by building resilience against climate change and 'peak oil' which means a greater focus on local access, active travel and efficient public transport or its equivalent.

Comments from Economy and Environment Scrutiny Committee - 16th December 2010

77. Following the preparation of a report on the draft Local Transport Plan for the members of Economy and Environment Scrutiny Committee, there was a comprehensive discussion on the challenges, strategic choices and options identified in the Plan. There was also consideration of the consultation that had taken place with stakeholders, council officers and the public, as detailed above. This was followed by a presentation on the emerging issues and priorities for the Implementation Plan.

78. A summary of the comments/questions follows:

Comment/Question	Response
There is a need to clarify the	The text will be reviewed to ensure that the

priorities so that there is more focus.	document is clearer about which priorities are most important
Concern that congestion on the A66 will get worse – is the Highways Agency involved?	The Area Action Plan for the Tees Valley is collaboration between the 5 Tees Valley transport authorities and the Highways Agency. It continually reviews the traffic levels on the strategic road network (A19, A1 and A66) as well as the roads that the local authorities manage that interchange with or provide relief to the strategic road network. It also uses a database of planned land use developments which will generate new trips on the highway network. The AAP identifies current and potential future stress points on the network, as well as a programme of works to manage and mitigate the traffic levels. This has fed into the Tees Valley Statement of Transport Ambition which provides the context for the LTP. .
A need to provide safe access to schools and tackle school gate congestion	This has been undertaken through the school travel plan process and Safer Routes to School programme. It is intended to continue this approach, and implement necessary schemes subject to funding.
Availability of sustainable transport – bus , rail, Metro	The Plan supports the ongoing availability of high quality public transport to both tackle congestion and improve accessibility for all.
Further development of the cycle network	The cycle network has been significantly improved as part of the Cycle Demonstration Town project. The focus will be to complete the two missing links in the 7 radial routes.
Opportunity to develop North Road Station – as part of the TVBNI North Road/Whessoe Road junction improvement	The funding for the junction improvement is subject to grant funding restrictions and cannot therefore be used to build a new platform at North Road Station. However the junction improvement has been designed to enable further development to take place to the north of the Rail Station. An improved transport interchange in this location will be included in the LTP, but will be subject to the availability of future scheme funding.
Make the priority more obvious – what are the targets?	The national PI set has now been announced. More work is required to establish local targets.
Highways maintenance – how can we make it more efficient?	Work is already underway on a national, regional and local level to secure greater efficiencies for maintenance schemes. For instance a Tees Valley and York specialist material framework, accessed via the NEPO portal is starting to reap benefits in the region of 20%. .
Support TV wide initiatives such as the further development of Teesport, enhancements to rail gauge for rail freight and the Metro proposal	The LTP should explicitly support the wider Tees valley initiatives.
We need to continue our implementation of 'soft measures'	The TVBNI includes funding for smarter choices to promote the use of public transport. The Interreg funding will continue to provide funding until December 2011 for

	smarter choices, specifically Medal Motion and other work in schools. The Local Sustainable Transport Fund provides an opportunity to bid for further funding to increase the use of sustainable travel to reduce carbon emissions and support the economy.
Cross boundary links to the north particularly to support access to employment	The LTP will need to highlight the importance of County Durham and North Yorkshire to the economy of Darlington both in terms of employment and supporting Darlington's retail, leisure and service economy.
Darlington should support the reinstatement of an air link to Heathrow from Durham Tees Valley Airport	The Plan will identify the need to continue to lobby for the service.
Attitudinal change for public transport	Public perception of public transport needs to be addressed through actual improvements by both bus operators and the transport authority, as well as a marketing and information campaign to motivate and incentivise behaviour change. Perception needs to be addressed across a wide range of decision makers, influencers and policy makers.

79. Minutes from the meeting were recorded and Minute EE45 records that the comments from the Scrutiny Committee be put forward as part of the consultation.

Annex 2

Strategic Environmental Assessment and

Habitats Regulation Assessment

1. Darlington Borough Council worked with CAG consultants to undertake a Sustainability Appraisal and Strategic Environmental Assessment (SEA/SA) of the Third Local Transport Plan, following the process detailed in the Guidance on Local Transport Plans[1].

2. The Habitats Regulation Assessment (HRA) of the Third Local Transport Plan was undertaken by Officers in consultation with CAG Consultants and Natural England.

3. Both documents were sent to statutory consultees (Natural England, English Heritage and the Environment Agency) for their comment and advice.

4. Full copies of the SA/SEA and HRA Screening Report are available on request.

5. **The Non Technical Summary of the Sustainability Appraisal and SEA of Darlington's Third LTP is set out below:**

   ### Introduction
   This section is the Non-technical Summary of the Environmental Report for Darlington's third Local Transport Plan. The Environmental Report sets out the results of the Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) of the Darlington Local Transport Plan 3 (LTP3). The purpose of the Environmental Report is to give consultees information on the potential environmental and sustainability effects of the Draft LTP3 and to assist Darlington Borough Council in improving the Final LTP3.

   ### The SEA process
   The Darlington LTP3 is subject to a full SEA in line with the requirements of Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations).

   The SA/SEA has been carried out by CAG Consultants on behalf of the Borough Council.

   ### Darlington's LTP3
   The Local Transport Act 2008 requires local transport authorities in England to produce and maintain a Local Transport Plan (LTP). This is the third Local Transport Plan produced for Darlington. LTP1 covered the period 2001/02 to 2005/06, and LTP2 covered the period 2006/7 to 2010/11.

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[1] Guidance on Local Transport Plans, DfT, July 2009.

The LTP3 consists of a strategy, a set of transport policies, an implementation plan and a series of supporting documents. The strategy sets out the overall policy framework within which transport needs to be considered within Darlington. Darlington's Local Transport Plan will cover the period 2011-2026 in line with the Local Development Framework.

The main elements of the LTP3, the approaches to achieve the transport goals and the policies have all been assessed as part of the SEA. The Environmental Report contains the assessments and summary assessments and the conclusions of the SEA process.

SEA appraisal process

SEA is a tool to ensure the integration of environmental and sustainability considerations into the plan and decision making process. To achieve this aim, SEA is used as a parallel process to inform each stage of the LTP development.

Other appraisals

In addition, there are two other appraisal processes taking place alongside the SEA. The first appraisal process is the Equality Impact Assessment (EqIA). Local authorities have a duty under race, disability and gender legislation to carry out an EqIA of their LTP3. EqIA can help determine how an LTP affects different groups of people. DfT guidance on LTPs advises that an EqIA encompass race, gender, disability, age, religion/belief and sexual orientation. Darlington Borough Council has produced an EqIA and a Disabilities Impact Assessment is underway and will be completed before the LTP is finalised.

The second is the Habitat Regulations Assessment. The Conservation of Habitats and Species Regulations 2010 (SI 2010/490) require that any plan or programme that is likely to have a significant effect on a Natura 2000 site (areas of high value for natural habitats including species of plants and animals which are rare, endangered or vulnerable in the European Community) should be subject to Habitats Regulations Assessment (HRA). The guidance on Local Transport Plans (Department for Transport, July 2009) states that local transport authorities need to consider if their LTP is likely to have a significant effect on a European site. If a significant effect is likely, the Plan must be subject to an appropriate assessment.

Darlington Borough Council sought views on the legality and soundness of its Local Development Framework Publication Draft Core Strategy. Consultation closed on 23 September 2010. The submission included the Planning for the Protection of European Sites Appropriate Assessment: Screening Report. As the Local Development Framework includes policies for 'Efficient and Effective Transport Infrastructure' and the spatial impacts of those policies, the Council considers that the same Appropriate Assessment is valid for the Third Local Transport Plan.

The Screening Report found no significant detrimental effects on Natura 2000 sites and therefore no further assessment was thought to be required. Future LDF supporting documents will be subject to Appropriate Assessment screening and if these should highlight any issues relating to transport and travel, further assessments will be carried out with reference to the Local Transport Plan. Any cumulative effects will be identified through continual monitoring at local and Tees Valley level.

Main SEA Findings

This Environmental Report details in section 4, the effects of the LTP3 potential strategic approaches and in section 5 the effects of the draft policies on the 12 socio-economic and environmental SA/SEA objectives. Those approaches (strategic options) or policies that have a potential or significant negative impact on any of the objectives are highlighted in the assessments and any recommendations to mitigate the impacts are listed in the matrices.

In relation to the options, the main findings were:

- Council data suggests that the majority of the population can access services without the use of the car. A key issue in terms of sustainability will be making improvements in the transport network without detracting from this position. This highlights the importance of providing sustainable travel options alongside traffic measures, particularly in relation to the development of new sites.

- Improving connectivity to the Eastern Fringe and wider Tees Valley will be important in terms of employment but to avoid conflicts with other sustainability objectives it will be important to do so primarily by improving the provision of sustainable travel modes and their interconnectivity.

- Further work may be necessary to investigate whether demand management measures can be incorporated in support of many of the sustainability objectives without unduly impacting on economic growth in the region.

- A range of approaches are available for reducing the carbon impact of travel and these are well captured in the policy options expressed. However, further work may be needed to understand how the need to travel can be reduced whilst improving connectivity, particularly in relation to new employment sites. Caution also needs to be exercised in the promotion of bio fuels because of the potential adverse impacts from their production.

- In relation to journey experiences and changes in the demographics of the population, genuine alternative options are not apparent but the options presented instead form a set of complimentary approaches.

- The need to adapt to climate change needs to be given more explicit consideration in relation to all policy areas but particularly in terms of potential climate impacts on vulnerable groups. The funding for adaptation measures is a critical issue which needs to be addressed.

- The sustainability objectives will be better served by prioritising investment in the transport system over the maintenance of the highway network.

In relation to the policies, the main findings were:

- **Policy 1. Integrate land use and transport planning at all stages of the planning process using the 3 pronged approach to tackling congestion:** There may be inherent conflicts within this policy. Physical improvements to the highway network to ease congestion may result in increased travel, which could have adverse impacts on health, emissions and air quality, which may not be outweighed by the investment and promotion of sustainable travel choices.

Uncertainties: The balance between the three prongs and the resulting impacts is unclear. Further work may be necessary to determine whether proposed physical improvements would result in increased trips.
Recommendations/Mitigation: That the physical improvements to the highway network only be taken forward if they do not result in increased trips by the private car.

- **Policy 2. Exploit the potential of rail, bus and car sharing to employment, leisure and shopping opportunities** This policy should have strong positive sustainability impacts.

- **Policy 3. Reduce the need to travel; continue to promote sustainable travel for shorter journeys; and work in partnership to develop and promote lower carbon transport options for longer trips.** This policy should have strong positive sustainability impacts.

- **Policy 4. A joint approach between the Council and Public Health with shared resources to increase levels of walking and cycling, in a safe environment, to secure multiple outcomes.** This policy should have strong positive sustainability impacts.

- **Policy 5. Evaluate and support initiatives that enable older people to travel, particularly those without a car and those in rural areas.** This policy should improve accessibility, particularly for those with poor accessibility currently.

- **Policy 6. Prioritise funding on the basis of maintaining, then managing, then improving transport and travel, and provide greater decision making at a local level.** In prioritising maintenance over improvements (which would include sustainable modes), this policy scores negatively against many of the objectives. This impact would be reduced if it were to be assumed that 'maintenance' included significant works to existing sustainable modes like walking, cycling and public transport, given Darlington's good record on these issues to date. Recommendations/Mitigation: Funding for maintenance and better management of the system only be taken forward where they don't result in increased car trips.

- **Policy 7. Maintain and manage the highway network and improve waiting/parking facilities particularly at the rail station and town centre.** This policy scores positively across the board and should improve the attraction and use of public transport with associated sustainability, low carbon and health benefits. Recommendations/Mitigation: Improvements to interchanges should maximise synergies with the public realm, built heritage and climate change adaptation.

6. **Changes to the Third Local Transport Plan**

7. In response to the SEA the proposals for maintenance of the transport network have been made more explicit, detailing that this includes maintenance of the sustainable transport network as well as highways, which be construed as only being roads.

8. In addition, Policy 20 has been introduced as follows:

   New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the

historic environment as far as possible, and take opportunities to enhance them where possible.

9. The conclusions and recommendations of the Planning for the Protection of European Sites Appropriate Assessment: Screening Report (HRA Assessment) are set out below:

- The assessment concludes that there will be no likely significant effect on the integrity of any Natura 2000 sites arising through the adoption of Darlington's Third Local Transport Plan. Appropriate Assessment of the Plan is therefore not required.

- Potential impacts should eb investigated on subsequent individual significant transport schemes with specific regard to the following:

  ✓ Impact of economic growth on air quality, water quality, hydrology on Natura 2000 sites;

  ✓ Impact of employment growth on air quality, water quality, hydrology on Natura 2000 sites;

  ✓ Impact of housing development on air quality, water quality, hydrology on Natura 2000 sites;

  ✓ Impact of traffic growth on air quality, water quality, hydrology on Natura 2000 sites;

10. Potential impacts of schemes brought forward by the Highways Agency will be considered through the planning application process.

11. Potential cumulative effects resulting from smaller transport schemes will be identified through continual monitoring at the local and Tees Valley level.

Equalities Impact Assessment and Disability Impact Assessment

Equalities Impact Assessment

A multi strand equalities impact assessment has been undertaken on the Third Local Transport Plan. A record of the assessment follows:

<u>EQUALITIES IMPACT ASSESSMENT QUESTIONNAIRE</u>

SERVICE: LOCAL TRANSPORT PLAN	**Department: Chief Executive's**
Person Responsible for Assessment: Peter Roberts with Sue Dobson	**Date of assessment:** 23/11/2009 + 22/12/2009 – PR/SD/GH 3/11/10 – Initial Assessment – PR/SD 19/11/10 – Analysis and write-up - PR

Brief description of service and to whom provided/available: The Third Local Transport Plan sets out the local transport strategy for the period 2011-2026, and the implementation plan of schemes and initiatives for the next 3 to 4 years. It seeks to build on the policies and programmes pursued through LTP1 (2001-06) and LTP 2 (2006-11). At the time that this initial Equalities Impact Assessment is being carried out, LTP3 has been drafted and is currently subject to public consultation. The findings of this assessment, and of Disability Equalities Impact Assessment, will be considered by Cabinet as part of the report on public consultation and on recommended changes arising from public

comments.

The LTP is a universal 'place' service in that it sets out a transport strategy and programmes that will impact potentially on everybody living, working in and visiting the borough. However universal strategies and programmes can have a disproportionate impact on different individuals and groups, depending on their circumstances, and transport policy is expected to recognise, address and seek to mitigate this potentially disproportionate impact. Equalities legislation identifies groups of people with 'protected characteristics', and policy and service delivery should be designed to ensure their social inclusion. The key groups of people who could be disadvantaged by universal transport provision that takes no account of their needs include people without access to cars, disabled people and people with long-term limiting illnesses, children and young people, and carers of people in these groups.

The purpose of this initial 'multi-strand' equalities impact assessment is to examine the draft LTP3 to identify any aspects of policy that could lead to disadvantage for the groups of people affected by the 'Issues' listed under question 1 of this template, and to propose mitigating measures. A separate Disability Equality Impact Assessment will be carried out, in accordance with statutory requirements and Darlington's Disability Equality Scheme.

One of the repeated difficulties in carrying out impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. At this early stage in the development of LTP3 the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. Detail will be developed through the annual Implementation Plans prepared to translate strategy into action, and these will require further rounds of impact assessment.

Peter Roberts, 3rd December 2010.

Introduction

All the Council's services have been prioritised with regard to their potential impact on the promotion of equalities. Each service has been given a 'impact rating' of high, medium or low priority and this has been used to draw up a three year programme during which formal impact assessments will be conducted (those with a 'high' rating falling into the first year and so on).

The impact assessment looks at how a service is provided and how it promotes, monitors and consults in respect of equalities. Completion of the impact assessment will help us determine the extent to which services meet the requirements of the Equality Standard for Local Government, the Race Relations (Amendment) Act 2000 and the Disability Discrimination Act 1995.

The attached questionnaire provides a structure for undertaking the impact assessment. Local information and examples should be provided wherever possible.

This is a generic document that will require interpretation in particular circumstances. If, after reading the guidance, you require further information on how to implement the assessment, please contact David Plews, Policy Advisor (Social Inclusion) on 01325 388023.

Q.1 Is your service accessible to everyone within the community? Bear in mind any economic, social, environmental, physical, intellectual, cultural, linguistic, technological or other barriers.

Issue	Yes	No	If yes, what evidence do you have to demonstrate this?	*If no, what do you plan to do to remove barriers to access?*
Race (inc. culture and nationality)	✓		The transport outcomes, options and policy choices set out in the draft plan emphasise the need to provide access to jobs, services and facilities for everyone, placing emphasis on sustainable travel options and ensuring that people who do not have access to a car are not disadvantaged in access term.	Detailed implementation plans should consider whether this issue raises particular needs, such as language options around transport information or any cultural constraints affecting the way people might use buses/taxis. If emphasis is placed on walking and cycling, are there any cultural implications for some racial groups to be taken into account?

Religion or belief	✓		As above – there are no specific considerations raised by this issue at the strategy level.	Consider the needs of particular congregations for access to places of worship on the appropriate holy days. How will they be affected by changes to bus services, including supported services, or by any other future proposals arising from LTP3 affecting public transport or any form of community transport?
Gender (inc. transvestitism, transgender and transsexuality)	✓		As above – there are no specific considerations raised by this issue at the strategy level.	Is personal security an issue for these or any other specific groups in relation to transport services or facilities?
Sexuality (inc. homosexuality and bisexuality)	✓		As above – there are no specific considerations raised by this issue at the strategy level.	As above
Impairment (inc. physical and/or mental impairments)	✓?		The demographic trend towards an ageing population, with reduced mobility and increase in disability, is highlighted on page 44. A preferred policy option is to work with private and voluntary sector providers to adapt the existing transport network to meet more of the needs of older people and 'people with disabilities', limiting the need for specialist transport.	Terminology – 'disabled people' is preferred to 'people with disabilities'. Whilst the preferred policy option is clearly stated, the issues and difficulties for disabled people using buses and taxis are well known, and have been reinforced in the discussions around the EIAs on Ring a Ride and budget proposals. These issues, and the where adaptations or improvements to the existing network need to be focused, could be clearly stated. The organisation of the plan gives the impression that the transport needs of older and disabled people are separate from mainstream transport needs, but disabled people need to access job opportunities. The content on pages 40 and 41 concerning the difficulty of accessing future jobs at the eastern end of the Tees Valley, and ensuring people can access local training and employment, should

				emphasise the need for provision to be accessible and inclusive of disabled people across physical and mental impairments. Car sharing may not be a practical option for some disabled people – provision in the wider Tees Valley is outside the scope of Darlington's plan, but it should be clear about the implications of car-only options for some people.
Age	✓?		As above.	For some older people there will be greater choice about travel and leisure in the future, supported for some by the shift to personal budgets, and for some dependent on the future provision for concessionary travel. But for many older people travel options have been affected by the combination of recent proposals affecting concessionary fares, supported bus services and Ring a Ride. Perhaps the supporting text on page 44 should reference these changes and provide some indication of the forms of provision and adaptation needed to ensure older people have travel choices and can access shops and facilities. The travel choices of children and younger people are not clearly addressed in the plan.
Geographical location		✓		There are references to rural areas and supported bus services, but there doesn't appear to be a specific focus on the needs of particular geographical areas, particularly rural areas and villages. The transport needs of non-car users in rural locations, and particularly older, disabled and younger people, are not addressed.
Any other equality issue (e.g. people with dependants and/or caring	✓?		As per 'Impairment' above	The comments above on Impairment and Age also apply to Carers of people with particular transport issues and needs.

responsibilities or people with a criminal record)				

Q.2 **(a) For whatever reason, does your service treat any group differently from its other service users?**

Yes   ✓

No

If you have answered 'yes', please specify those individuals or groups affected and whether the impact has the potential to be adverse.

People living in particular geographic areas – provision of supported bus services
Older people – concessionary fares
Disabled people – support for Shopmobility and highway adaptations
Children and young people – school travel planning
Non-car users – support for bus services; provision of facilities and support for cycling and walking

All these differential provisions are designed to have a positive impact of the travel choices of the specified groups. Potentially adverse effects will arise from reduction or withdrawal of provision through budget or policy decisions.

Generally provision to these groups is designed to counteract the adverse effect of the dominance of the private car in transport provision on those in society without access to a car or who are unable to use a car..

(b) What needs to be done to prevent any potentially adverse impact?

Potential adverse impacts need to be identified as part of the impact assessment process for individual policies or budget decisions. Where possible these should be prevented by changing the policy or adapting the implementation of the policy. If it is not possible to prevent adverse impacts the policy should seek to minimise them and identify alternatives where possible. The cumulative impact of policy decisions needs to be considered.

Q.3 (a) Do you promote equality within your service? (e.g. through departmental equalities group, innovative marketing or community

engagement techniques)

Yes   ✓

No

If you have answered 'yes', please give examples of how equality is promoted.

Through engagement with representatives of groups of people at risk of transport disadvantage in the preparation of transport strategy and implementation plans and in addressing specific issues and proposals – e.g. GOLD, Darlington Association on Disability, schools – and directly with service users – e.g. Ring a Ride consultation.

Participation within corporate Talking Together engagement programme around budget proposals, area-based projects (e.g. Feethams and Town Centre Fringe) and on specific transport topics (e.g. Railway Station interchange)

School travel planning is a major ongoing focus of activity, working directly with children and young people.

Local Motion sustainable travel project engaged with every household in Darlington around travel needs and preferences, through an innovative social marketing programme.

Equalities Impact Assessment of strategies and proposals, and impact of corporate equalities policies through departmental co-ordinator.

Q.4 Are there any plans in place within your Service to promote equality more effectively?

Yes

No   ✓

If yes, please outline what you intend to do (including details, if known, of timescales and areas to be covered, etc.)

Further developments will follow-on from current restructuring programme, in the light of arrangements put in place within the new business organisation.

Q.5   In the past three years, have you consulted with any of the following groups regarding the delivery of and access to your service?

Group	Yes	No	If yes, please give evidence (Who? When? What were the outcomes)	If no, what consultation do you plan to do and by when?
Racial (inc. culture and nationality		✓		Consultation will be undertaken as part of the delivery of future programmes of Individualised Travel Marketing, in particular with regard to appropriate language and any cultural issues regarding travel, particularly by sustainable modes.
Religion or belief	✓		Consultation on individual schemes has included places of worship when they may be affected by changes to the highway. E.g. all places of worship within a defined geographic area as part of the consultation for changes in Haughton	

			Village in 2008/09.Comments were considered as part of the review of the scheme and changes made as appropriate.	
Gender (inc transvestitism, transgender and transsexuality)	✓		Consulted a wide range of people as part of the Socialdata research in 2004 and 2008. This included research on the basis of gender and resulting initiatives and communications were produced to target women in order to increase levels of cycling.	
Sexuality (e.g. homosexuality and bisexuality)	✓		GADD were involved in the Investors In Health Initiative in 2009 and 2010 which included sustainable transport and health initiatives.	
Impairment (e.g. physical and/or mental impairment)	✓		Learning Disability partnership were consulted in the Bridge Card in June 2010	
Age	✓			
Geographical location	✓		Discussions with parish representatives and residents of proposals affecting supported buses	

Any other status (e.g. people with dependants and/or caring responsibilities or people with a criminal record)				

Q.6   Do you train your staff on equality issues?

Yes   ☑

No   ☐

If you have answered yes: What training is available? Who delivers it? Who receives it?

Corporate equalities training programme – delivered by external provider to all staff on a prioritised basis.

The most important training comes from direct engagement and discussion with representatives (GOLD, DAD in particular) of groups of people at risk of disadvantage around transport issues.

Disability Impact Assessment

During the preparation of this Local Transport Plan there has been consultation with and involvement of disabled people, to ensure that the challenges faced by disabled people are identified, a broad selection of options are considered and that policies are developed that support disabled people as they use the transport system. The formal Assessment process seeks to identify the impacts of policies, either positive or negative, and to identify what other actions need to be taken. The process will need to continue as the Implementation Plan is developed.

Changes have been made to the Plan as issues have been raised as part of consultation or the Impact assessment process.

Issue	Response in the document
DIA - *Where the Transport Outcomes refer to transport accessibility for 'everybody', it should be expressly clear that this includes disabled people, people with long-term limiting illnesses and carers.*	Chapter 4 paragraph 4.4 - *Extensive consultation resulted in changes to the proposed outcomes, including the addition of 'affordability', 'journey experience' and 'activities'. Consultation also highlighted the fact that 'everyone' really must include all people, specifically those living and working in rural areas and disabled people.*
DIA - *The situation for many disabled people is that transport and accessibility is limited by the lack of suitable or usable transport, and the policies in the plan will not secure suitable provision as they stand; this needs to be recognised in the 'Challenges' section – i.e.* • *That we have a significant population, around 20%-25% of the total, who are disabled or have a long-term limiting illness* • *That some of this population are unable to use existing transport* • *That this is a significant challenge that needs to be addressed.*	Chapter 5 Challenges - 20%-25% of the population are disabled or have a life limiting illness, which is above the national average = Some people are unable to travel as they do not have access to appropriate transport in the right place at the right time; others have limited opportunity to travel due to the transport options that are available. Lack of accessible vehicles for disabled people, especially taxis but also buses. Explore the potential to use taxi licensing to increase the numbers of suitable vehicles. = Some people unable to make any journeys and others with limited ability – wider impacts on accessibility to services, negative impacts on health and wellbeing Better awareness of issues for disabled people and associated changes in behaviour – small changes can make a big difference e.g. obstructive parking = Easier for disabled people to make journeys Integrate the Shopmobility service into the Plan = Provides a valuable town centre service, supporting the local economy and increases independence for the service users (with associated health and well being benefits) Extend blue badge parking to all day free parking = Supports eligible disabled people access employment and other facilities Improve access to and facilities at North Road and Bank Top Stations and increase patronage on the Bishop Line = Improves the journey experience, supports the economy, reduces carbon emissions, improves accessibility for disabled people
Where the Transport Outcomes refer	Add a specific policy highlighting that 'all' or 'everyone' includes disabled people –

to transport accessibility for 'everybody', it should be expressly clear that this includes disabled people, people with long-term limiting illnesses and carers.	Policy 14 – Promote independent travel and access to activities, services and facilities, in particular for those who are disabled or have a life limiting health condition
	Policy 16 - Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.
	Policy 18 – Provide information on transport and travel options before and during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours.
	Policy 19 – Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport.

A summary of the process follows:

Disability Equalities Impact Assessment Record Sheet

Policy Title: Darlington's Third Local Transport Plan				
Policy Owner: Sue Dobson, Principal Transport Policy Officer			Date: 20/12/2010	
Type of Assessment	Type 1	✓	Type 2	Type 3
Is this a policy or action?　　**POLICY**				

Overview:

The Third Local Transport Plan sets out the local transport strategy for the period 2011-2026, and the implementation plan of schemes and initiatives for the next 3 to 4 years. It seeks to build on the policies and programmes pursued through LTP1 (2001-06) and LTP 2 (2006-11). LTP3 has been drafted and subjected to public consultation. Some of the consultation responses, outlined below, are concerned with improving plan outcomes for disabled people. A multi-strand Equalities Impact Assessment was carried out in November 2010. Cabinet will consider the findings of the Equalities Impact Assessment, any findings from this Disability Equalities Impact Assessment and all consultation responses in February with recommended amendments to the draft plan to produce a final approved version of the plan.

One of the repeated difficulties in carrying out impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. At this early stage in the development of LTP3 the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. Detail will be developed through the annual Implementation Plans prepared to translate strategy into action,

and these will require further rounds of impact assessment.

The findings of the multi-strand EIA, reinforced by consultation responses, that are relevant to this DEIA are that:

b) Where the Transport Outcomes refer to transport accessibility for 'everybody', it should be expressly clear that this includes disabled people, people with long-term limiting illnesses and carers.

c) The situation for many disabled people is that transport and accessibility is limited by the lack of suitable or usable transport, and the policies in the plan will not secure suitable provision as they stand; this needs to be recognised in the 'Challenges' section – i.e.

- That we have a significant population, around 20%-25% of the total, who are disabled or have a long-term limiting illness

- That some of this population are unable to use existing transport

- That this is a significant challenge that needs to be addressed.

These issues have both been included in the revised LTP document.

What are the positive or negative effects that the policy or action will have on disabled people? *This and the following sections will be completed following discussion with disabled people*

Positive Impacts:
The Plan has identified real challenges faced by disabled people and the scale of the issues has been highlighted. The outcomes have been amended in light of consultation with disabled people and other groups. Policies have been amended to reflect the key challenges faced by disabled people and groups of people with specific impairments as appropriate.
It has been noted that changes to training are important to improve the journey experience for a wide range of people, including disabled people, but that more action is required to change attitudes.
A number of actions have been noted to achieve greater involvement by disabled people, in particular through the DEIA process, on an ongoing basis, such as assessment of the Transport Asset Management Plan and Network Management Plan.

Negative Impacts:

The Plan does not set out to have any negative impacts on disabled people, but this may be the result of the implementation process. Therefore it will be important to continue to involve disabled people on an ongoing basis in scheme and policy design.

DAD has stated that the Plan does not set out any commitments to improve transport for disabled people and that whilst barriers have been identified there is nothing but meaningless words. At this stage therefore 'the DIA on the Transport Plan is just a paper exercise of no value to disabled people.'

What evidence supports this? See detail below

Who was involved? Meeting 12 January 2010 - Gordon Pybus, DAD; Tom Stebbings, MENCAP; Jane Woodward, DAD; Peter Roberts, DBC; Sue Dobson, DBC; Lauren Robinson, DAD; Gordon Hamilton, MIND and Reflections; Rosemary Berks, DAD and Dimensions; Andy Hart, DAD; Colin Light, DAD; Tracey Gedding, DAD – admin support; Mary Hall, DBC

What action will you take as a result of the impact assessment?
ACTION – Traffic Manager, at the next review of the Network Management Plan should include consultation with DAD and possibly a DEIA if required.
ACTION –mention in LTP3 - investigate how we can achieve improvements through licensing and procurement
ACTION – review the comments made by the Sub Group members on the policies at a meeting on 17 January 2010. Amendment made to policy 4 – added a footnote highlighting the fact that some disabled people are completely reliant on a private car.

How and when will this action be monitored?
These amendments will be included the final Plan to be approved by Council as part of Council Policy.
The implementation of the plan will be monitored by Economy and Environment Scrutiny Committee, including the monitoring of the Network Management Plan.
DBC will work with DAD to ensure that disabled people are involved as much as is feasible and practicable in the delivery of the Plan.

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Darlington's Third Local Transport Plan

Disability Equalities Impact Assessment

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The Department for Transport published statutory Guidance on Local Transport Plans in July 2009 to support local transport authorities in producing Local transport Plans, as required by the Transport Act 2000, and as amended by the Local Transport Act 2008.

The guidance states[2]:

'Local transport legislation has, since 2000, contained an obligation for local transport authorities to have regard to the transport needs of older people and people with mobility difficulties when developing transport plans and policies.

The Local transport Act 2008 adds a new requirement to have regard to the needs of disabled people, both in developing and implementing plans. This broadens the scope of local transport legislation to bring it in line with the Disability Discrimination Act 2005.'

The Third Local Transport Plan sets out the priorities for transport in the Borough. It contributes to national transport strategy and supports the Tees Valley Statement of Ambition, but most importantly it has to support the delivery of the Sustainable Community Strategy.

Using the social model of disability approximately 20-25% of all people in Darlington consider themselves to be disabled or to have a long-term limiting illness. This equates to 20-25,000 people. The number of this large group whose condition, impairment or illness would prevent them from using current conventional public or private transport will be much smaller, although we do not have specific information. Some disabled have very specific needs due to the nature of their impairment and this may result in them being unable to travel or have their travel severely limited (with a resulting impact on the quality of their life).

The following provides a summary of the involvement of disabled people and the application of the Multi Strand Equalities Impact Assessment to date.

Multi Strand Equalities Impact Assessment (EQIA)

A self assessment was undertaken on 23 November 2009 and 22 December 2009 (Sue Dobson and Peter Roberts). This was at a very early stage of the process to develop the Third Local Transport Plan. In terms of impairment it identified a number of things that would remove barriers to access:

- *Physical access implications*

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[2] Paragraphs 23 and 24, Guidance on Local Transport Plans, DfT, July 2009

- *Sensory impairment implications*
- *A need to link to the Local Development Framework, in particular for the location of services*
- *Independent Travel Training for pupils with learning difficulties*

A follow up EQIA self assessment was undertaken on 3 November 2010 and 19 November 2010 (Sue Dobson and Peter Roberts). This identified that the key groups of people who could be disadvantaged by universal transport provision that takes no account of their needs include people without access to cars, disabled people and people with long-term limiting illnesses, children and young people, and carers of people in these groups.

One of the repeated difficulties in carrying put impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. Therefore the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. It was noted that further impact assessment will be required on the implementation programme.

What the assessment did identify for disabled people was:

With regards to the policy – 'Work in partnership with the private and voluntary and community sectors to adapt the existing transport network to meet more of the needs of older people and people with disabilities, limiting the need for specialist transport.' – the issues and difficulties for disabled people using buses and taxis are well known, and have been reinforced in the discussions around the EIAs on Ring a Ride and budget proposals for supported bus services. These issues, and where adaptations or improvements to the existing network need to be focused, could be clearly stated.

The organisation of the plan gives the impression that the transport needs of older and disabled people are separate from mainstream transport needs, but disabled people need to access job opportunities. The content on pages 40 and 41 concerning the difficulty of accessing future jobs at the eastern end of the Tees Valley, and ensuring people can access local training and employment, should emphasise the need for provision to be accessible and inclusive of disabled people across physical and mental impairments. Car sharing may not be a practical option for some disabled people – provision in the wider Tees Valley is outside the scope of Darlington's plan, but it should be clear about the implications of car-only options for some people.

Evidence

During the development of the LTP, consultation was undertaken with disabled people.

The **first phase of consultation** was considering the outcomes or goals that the LTP should be delivering. This included:

24th November 2009
Talking Together event

Presentation and workshop with local organisations and members of the public (open invitation) plus on-line forum to discuss the draft goals, identify any missing goals and decide if there should be a priority.

There was general agreement that the goals were right but that the Implementation Plan must be in place to ensure that the strategy actually delivers the outcomes and that it does not become just a list of meaningless statements.
An issue was raised by Gordon Pybus, Darlington Association on Disability, that when people talk about 'access for all' this is not always the case for disabled people.

Action – need to add a statement within the LTP that 'all' or 'everyone' explicitly includes disabled people.

March 2010
NWA Survey

In March 2010 a survey was commissioned by DBC to seek the opinions of a sample of Darlington residents to review transport needs and issues across the whole population and the specific needs of disabled people. The results of the NWA survey were used for the review of Ring a Ride and the development of the LTP.

The total sample was 352 people, questioned at 6 locations within the urban area of Darlington. 137 (39%) of these considered themselves to be disabled or to have a long term limiting illness. Just under three quarters of all respondents (74.7%) did not note any difficulties with transport (either difficulties arising because of their disability or the way that transport facilities are organised or run). However, half (50.4%) of those who considered themselves to be disabled or to have a long-term limiting illness stated that they did have difficulties using various types of transport. The main difficulties were associated with bus and rail travel. This included walking to and from bus stops, as well as issues with physical access onto vehicles (steps) and the attitude/behaviour of drivers.

The survey included a question on concessionary bus passes. 41.5% of all respondents had a bus pass, rising to 83.9% of those aged 60 years or over. As of December 2010 the numbers with a concessionary bus pass is as follows:

- Elderly – 19,277
- Disabled – 1,842
- Companion Elderly – 33
- Companion Disabled – 444

The numbers of people in the Borough that have a pass on the basis of disability is 2,286 compared to 19,310 who have one on the basis of age (12%). As approximately 20% of the population has a disability or long term limiting illness, it would be expected that more would have a bus pass on grounds of disability. However it is easier to apply on the basis of age, so the numbers of pass holders who may be both over 60 and eligible disabled may be higher.

The survey only included 3 people with a companion concessionary fares pass (0.63% of the sample).As companion disabled passes account for 19% of all disabled passes, these people are under-represented in the survey sample. This may be because disabled people that require assistance from a companion make less trips or may skew their trips to certain destinations (and are therefore not picked up when a survey is

spread over 6 sites). It has not been as easy to get the opinions of these people in a random survey.

Some issues were raised with taxis such as a lack of assistance from drivers and unable to accommodate wheelchairs.

The survey did not include people who are currently unable to make journeys.

Action – need to consider accessibility for the total journey- door to door – and identify how minor amendments can improve the journey or even make the journey possible at all.

Action – need to consider how to increase the availability of accessible taxi vehicles

Action – behaviour of drivers and other road users is an issue that has been brought up across a broad spectrum of transport users, including disabled and older people, but also young people. There needs to be some further work on how we can engender more consideration between groups using the highway and transport system.

The *second phase of consultation* was considering the challenges and options. A number of workshop sessions were run with specific groups from 31 March – 17 June 2010, and then Talking Together events were held in July 2010 to enable organisations and local people to get involved and develop potential ideas as options for delivering the goals. Included is the feedback from the disabled people's event, but also feedback from the events for older people and those living in rural areas as the potential isolation caused by a lack of transport services can be similar for all 3 groups.

26th May 2010
Older People
Invited through Growing Older Living in Darlington and Age Concern

There was a focus on improving bus services, but also on encourage walking and maintaining roads. Some of the options included:
- Completing the Inner Ring Road
- Managing the movement of buses and providing a bus station
- Providing all day blue badge parking
- Providing and enforcing the use of bus lanes, especially illegal parking
- Re-introduce a paid for concessionary schemes (i.e. previous local scheme)
- Coordinate streetworks better to reduce delays
- Roll out of real time bus information to key stops
- Smart ticketing – so do not need to carry money (good from a personal safety point of view)
- Car Club
- Electric cars
- More cycle parking required
- Personalised travel information, especially if you are new to the town
- More accessible taxis required
- All buses should be low floor
- More dropped kerbs are required
- Cycling on pavements is an issue and needs greater enforcement

- Better interchange at the rail station
- Require proper coach stops and passenger waiting facilities
- Need more residents parking
- Do not use green space to accommodate parking (verge hardening)

11th June 2010
Disabled People
Invited via Darlington Association on Disability

Transport is a priority for people with a disability. The personalisation agenda will provide people with greater choice, but only if suitable transport is available to enable people to access the services, facilities and activities that they need or want to use.

Many of the issues raised were challenges rather than options. Most require small scale improvements or changes in behaviour, some of which can be addressed through raising awareness of the issues that disabled people face or training.

- Car parking on pavements causing an obstruction
- Management of streetworks and building works, especially when they impinge on the footway
- Cyclists to be separated from pedestrians
- Real time information is good, but would also like audible announcements on buses and at bus stops
- Bus drivers are not always helpful, especially when communicating with people at bus stops before they have got onto a bus
- Disabled people would first and foremost like genuine travel choices, climate change is secondary. Need to provide choices that combine both whenever possible.
- Safety is an issue if pedestrian crossings are not working
- Panic buttons on buses would help people with learning difficulties
- To access employment and other services, need to be certain that can access a bus or taxi on a regular basis
- Consider using cheap alternatives when possible e.g dropped kerbs
- Review car parks to make accessible parking bays truly accessible
- Need to use all communications channels when changes come into effect on transport e.g. Twitter, Facebook
- Access to rail station is difficult – what about a travelator

17th June 2010
People living in rural areas
Invited via the Association of Parishes
Attendees from Sadberge, Bishopton, Hurworth, Neasham, Middleton St George, East Newbiggen and West Newbiggen.

Transport is seen as a vital service in rural areas, particularly for those without access to a car. There was a general consensus that the bus service that they currently get is good – on time, clean vehicles and pleasant drivers – and would like to see the services being more frequent. However there was an understanding that keeping the

existing services is crucial and any improvements would be an aspiration. Whilst concessionary fares are valued, they would rather pay and keep a bus service, than have a concession but no bus service on which to use it.

There were a lot of options to reduce carbon emissions:

- Electric cars and charging points for each village
- Car Club
- Enhanced rail services (especially suing Dinsdale station)
- Better broadband in rural areas to support home working
- Cycle training and cycling groups to encourage more cycling, linked to better cycle parking at supermarkets
- Pool bikes or cycle hire in villages
- Promote more positive driver behaviour

To promote better safety
- 20mph speed limits in villages
- Extend the Community Speed Watch programme which has started in Sadberge

To improve access:
- Support the development of the Metro, enhancing the rail services for Dinsdale station
- More services to be provided locally e.g. post office, shop
- Safe walking and cycling route from Sadberge to MSG, also enhancing provision for those using mobility scooters (an increasing issue with an aging population)
- More dropped kerbs, especially at bus stops

To improve the journey experience:
- Conductors on buses could help older people
- Extend walking and cycling routes in rural areas – just because villages are in rural areas there is not necessarily good access to green space/infrastructure
- Stop HGVs operating through villages

The *third phase of consultation* which ended on 13 December 2010 was considering the draft LTP, including some strategic choices and possible options. There was a wide ranging response from stakeholder organisations and council departments. This included feedback as follows:

Darlington Association on Disability
The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing. (This is supported by evidence provided from a Shopmobility Users survey, DAD, 2010 provided as part of the consultation response).

The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed.

Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.

There is no recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.

Tees Valley Rural Community Council
It is useful to consider the rural dimension in the context of meeting the needs of older and disabled people, as rural isolation has some parallels in terms of limited travel choices. The role of the Community and Voluntary sector needs to eb explored and potential inclusion in a bid to the Local Sustainable Transport Fund.

Bishop Line Community Rail Partnership and Friends of the National Railway Museum North east Branch
Consideration of a new DDA compliant platform to the north of the Bishop Line, providing good passenger waiting facilities.
New DDA compliant footbridge at Bank Top Station

Housing Renewals and Strategy, DBC
Improve accessibility and mobility, particularly for pedestrians, through better management of street furniture and signage

Development and Commissioning 0-11 years, Children's Services
Disabled children and young people do not have access to after school activities due to inflexible home to school transport travel contracts.

Healthy Darlington Business Group
Use of volunteers and volunteering networks to assist in reducing social isolation and addressing health and safety issues, through practical assistance and brokering of transport.

Additional consultation work on transport issues involving disabled people during the same time period has included:

Learning Disabilities Transport meeting – 26 January 2010, attended by 6 carers and a large number of service users. The attendees developed two lists – one of what is currently working, and one of what is not working.

What works well includes positive comments about public transport (trains are good – get help if needed; staff helpful at the train station; some staff on buses are helpful; a free bus pass works well; bus pass covers long journeys; companion bus pass for more independent travel) as well as council provided transport services (volunteer drivers work well; drivers and escorts are very good and understand the needs of the service users; transport always clean and tidy; wait until everyone sits down and puts their seat belt on; drivers and escorts are friendly).

What works less well for some is difficulties when bus services or bus stops change; lack of transport during snow; hate crime on public transport; cost of taxis; bus drivers are not always helpful; not enough buses on night time; confusion by bus drivers on the use of companion passes; public transport not suitable for wheelchairs (as they cannot be clamped in place); not enough accessible taxis; council transport forgets to

pick individuals up; lack of communication between council transport drivers and office; not enough buses in an evening

A *Disabilities Equalities Impact Assessment* was undertaken for the proposed withdrawal of the Ring a Ride Service. This concluded the following:

'The loss of Ring a Ride would have significant negative impacts for the core group of regular users. It is difficult to quantify the much larger population who experience transport/accessibility issues and needs due to a long term limiting illness or impairment. Extrapolating findings from the NWA survey suggests that there could be up to 6500 people in the local population who experience difficulties in using buses, but it is clear that the scale of such need outweighs the impact of the potential loss of Ring a Ride. The evidence indicates that for the great majority of people with such issues and needs Ring a Ride is not a viable or effective solution, and it is appropriate to take this wider context into account in assessing the impact of the action of withdrawing funding from Ring a Ride.

It is not the role of the assessment to investigate and recommend ways of improving transport provision for disabled people. That role properly belongs to the Local Transport Plan (LTP) and the programmes that spring from it. However, it is appropriate to recommend that improvements be identified and brought forward in the preparation of LTP3, to act on the opportunity to counteract the narrow but potentially severe negative impacts of the action with wider positive benefits.'

Final stage of DEIA on LTP3

A meeting was held on 16 December 2010 with Gordon Pybus, Darlington Association on Disability, Peter Roberts, Policy Unit, DBC and Sue Dobson, Transport Policy, DBC.

*Gordon felt that the LTP provides a good summary of the issues and challenges faced by disabled people, but does not say **what** actions will take place to address the issues. In the main these can be minor tweaks to the existing mainstream provision such as addressing the behaviour of taxi and bus drivers; providing travel information in different formats; having greater consideration for wheelchair and scooter users during periods of snow; or utilising licensing to improve the provision of accessible taxis.*

It was agreed that potential ways forward include:

- *Formalising existing processes to ensure that the needs of disabled people are always considered;*

- *Use contracts and/or procurement processes to improve transport for disabled people;*

- *Raising awareness of disability issues amongst all staff working for or with the Council; and*

- *Developing new solutions that can be sustained on the medium to long term, potentially working with the private or community and voluntary sector and potentially as part of a bid to the Local Sustainable Transport Fund.*

It was agreed to take the draft LTP3 and the work on the DEIA to a meeting of the Impact Assessment Sub-Group on 12 January 2011.

The main issues raised were:

- The LTP provides a good summary of issues and challenges faced by disabled people, but does not say what actions will take place to address these.

- More work needs to be done to improve the Disability awareness training for Arriva bus drivers, though it is recognised that this is a private company.

- Improving journey experience could include improved *accessible* information (especially when there are changes to bus routes or timetables) and improvements to waiting environments, specifically *for disabled people.*

- Issue of legal discrimination – poor provision of disabled access e.g. proposals of the Metro include lifts to access the footbridge rather than providing a fully accessible footbridge. Poor or non-provision may legally tick the boxes under reasonable adjustment.

- Funding was discussed and the possible opportunity to include schemes or initiatives as part of a Local Sustainable Transport Fund bid which may address some of the issues raised.

A follow up Sub Group meeting was held 17 January 2011 to discuss LTP objectives and policies. The feedback was as follows:

Reference	Comment	Response
Objective 1 To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network	Add – 'that is accessible to all including disabled people'	This objective is to deliver the outcome – 'Everybody is able to enjoy the borough's prosperity by providing and maintaining a reliable, predictable and efficient transport network'. Para 4.4 refers to 'everybody' includes disabled people
Policy 2 To carry out the Network Management Duty in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling	Add 'including disabled people'	Para 4.4 refers to 'everybody' includes disabled people
Policy 3 To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users, supporting the HA in any bid for funds to address issues of congestion around Darlington;	Add 'but not to the detriment of disabled people'	Para 4.4 refers to 'everybody' includes disabled people

Policy 4 To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;	However, it should be recognised that some disabled people are totally dependant on a private car.	Footnote reference added to policy - 'Some disabled people are totally reliant on a private car'
Policy 5 To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders.	Add 'but not to the detriment of disabled people'	Traffic orders apply to everyone and must be applied in a fair and transparent way.
Policy 6 The Council will continue with to work with schools, businesses and other organisations on the implementation of their Travel Plans, and will seek to secure further travel plans through the Planning process.	Add 'ensuring impact assessments are carried out where appropriate'.	Impact assessments are not a requirement of travel plans when they are submitted by private organisations.
Policy 7 To support local people into training and employment opportunities through sustainable travel options within Darlington and by rail, bus and car sharing for longer trips. Work with neighbouring local authorities and transport operators to sustain and improve transport links across borough boundaries, particularly to employment sites.	Add 'and accessible' to the travel options Add 'to keep to the standards set by D.B.C. (e.g, impact assessments)	DBC secures 'accessible' vehicles for public transport when it is operated under a DBC contract. The majority of services are operated commercially and the provision of 'accessible' vehicles is the choice of private operators. DBC standards cannot be applied outside the Borough or imposed, without contracts, on private organisations.
Objective 2 To tackle climate change through quantified reductions in greenhouse gas emissions from transport	providing that this does not lead to social isolation for disabled people	If there is a choice of which travel mode to use, the aim is to encourage people to use the more sustainable option. Small changes can contribute to this objective. Those that are reliant on a car for their travel can still reduce their carbon impact for example through 'eco-driving'.
Challenge 3 To increase the use of technology across all modes to reduce emissions – including the provision of better travel information, intelligent traffic management systems, electric	Add 'and accessible' to 'better travel information'	'Better' is a catchall for a wide range of improvements which may include 'up to date', 'realtime', use of social media, audio information, large print (accessible in its widest meaning)

vehicles and low emission public transport		
Policy 10 Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance.	Add 'That does not create a negative impact on disabled people , for example, low energy street lighting which will be problematic for people with a visual impairment'	This is more relevant to the Implementation Plan and ongoing assessment of individual schemes.
Objective 3 To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent	In addition to policies 11, 12 13 wish to add another policy: 'Helping keep disabled people active and independent by making pavements safer e.g., preventing cycling on pavements and vehicles parking on pavements etc. to reduce negative impacts.'	Enforcement is included in Policy 13
Objective 4 To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces	Add 'and social/leisure activities'.	This objective is to deliver the outcome – 'Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities'.
Policy 15 Prioritise the reliability, accessibility and availability of commercial public transport services through highway measures, land use planning, contracts/licensing and working with transport operators	Add 'that meet the needs of all disabled people'	This policy is to meet the needs of all people, which includes disabled people.
Policy 16 Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.	Add 'at a standard that would protect vulnerable people'	This is an issue for implementation and potentially standards outside the direct control of the Council. Appropriate standards would be included in any Council let contracts.
Objective 5 To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people	Challenge 1 'Provide a high quality journey experience for everyone, particularly on bus, coach and rail travel, including interchange.' Add 'Dignity and respect should be an integral part of high quality as highlighted in the Equality Act and United Nations Convention on the Rights of Persons with Disabilities.'	All legislation would be applied as appropriate. This should therefore apply to all the policies.

Policy 18 Provide information on transport and travel options before and during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours.	Add 'in accessible formats'	This is an issue for implementation.
Policy 19 – Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport.	Add 'including mobility scooters'	This issue has not been previously raised. Further investigation is required, including assessment of need, legal issues, etc. It is noted and will be considered as part of the ongoing delivery of the Parking Strategy.
Policy 21 The funding allocation for structural maintenance should be set at an appropriate amount to maintain the highway network at a reasonable condition level and the integrated block funding should be focussed on managing the network more efficiently and effectively. As funding increases there can be further opportunity for enhancing the network. Funding decisions should reflect the outcomes set out in this Plan.	Add 'both footways and roadways'	This is about funding allocation. Policy 17 refers to the Transport Asset Management Plan and maintenance of the highway network (which includes all roads, pavements, bridges, drainage etc) for the safety for all users (including pedestrians).

Annex 4

Links to other strategies

The Guidance for Local Transport Plans[3] identifies a number of Plans and duties that need to be reflected in the LTPs, some of which are statutory and others recommended. These are:

Network Management Plan	The Network Management Plan (NMP) was approved by Cabinet in January 2009. This is a 'live document' and the action plan is presented to Economy and Environment Scrutiny Committee twice per year and an annual report is produced. LTP3 integrates the Network Management Duty throughout in order to meet the outcome: '*To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network*' This will be delivered through a number of policies: *Policy 2 – To carry out the Network Management Duty in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling* *Policy 3 – To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users, supporting the HA in any bid for funds to address issues of congestion around Darlington;* *Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;* *Policy 5 – To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders.* The NMP will be reviewed in light of the LTP3 policy

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[3] Guidance on Local Transport Plans, DfT, July 2009, Annex A – Integrating Relevant Plans and Duties into the LTP.

	framework and issues, changes or actions raised as appropriate. The NMP will be assessed by the LTP3's SEA and EQIA/DEIA.
Transport Asset Management Plan	The Tees Valley Transport Asset Management Plan (TAMP) is under development and is due for completion in April 2011. This will be set within the adopted policy framework of Darlington's LTP3 and will be assessed by the LTP3's SEA and EQIA/DEIA. LTP3 integrates the Transport Asset Management Plan throughout in order to meet the outcome: *'To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment.'* This will be delivered through a number of policies: *Policy 17 – Maintain the highway network for the safe and convenient movement of people (including pedestrians and cyclists) and freight in accordance with the Transport Asset Management Plan, including strengthening and maintenance of structures.* *Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.*
Air Quality Action Plan	N/A - No Air Quality Management Area has been declared
Rights Of Way Improvement Plan	The Rights Of Way Improvement Plan Statement of Action was an integral part of the Second Local Transport Plan, adopted by Council in March 2006. The final Rights Of Way Improvement Plan (ROWIP) was approved by Cabinet in October 2007. It is being delivered as an integral part of LTP2. LTP3 integrates the ROWIP throughout in order to meet the outcome: *'To achieve a better quality of life for all by improving the journey experience and minimising the negative*

	impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people' This will be delivered through a number of policies: *Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;* *Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes.* *Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.* A Darlington Green Infrastructure Strategy is currently under development. This will be set within the policy framework of the LTP3.
Noise Action Plans	Noise has not been identified as a challenge during the consultation process and the Council does not have a Noise Action Plan. However the potential impact (including noise) of transport is recognised and has been included in the following LTP3 outcome: *'To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people.'* To be delivered through: Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate**.**

Bus Information Duty	The Bus Information Strategy in LTP2 will remain Council Policy as part of LTP3. It will be reviewed in 2011 in light of the development of the Bus Information and Marketing Plan as part of the Tees Valley Bus Network Improvement major scheme. It will also be subject to an EQIA and DEIA as access to information has been raised as an issue for disabled people with a broad range of impairments.
Local Economic Assessment Duty	Darlington has produced a draft Economic Regeneration and Housing Ambition Statement and Investment Plan, which identifies transport issues and potential investment in transport. This has been used to establish the economic and housing context for the LTP3. LTP3 integrates the Local Economic Assessment throughout in order to meet the outcome: *'To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network'* To be delivered through: Policy 1 – Traffic levels generated by new development will be minimised through the provision and promotion of sustainable travel options, supported by traffic management as required and with the provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable. Policy 8 – to attract inward investment and create new jobs in Darlington as a place through its good transport connections, quality of place and sustainable development sites, by utilising the Planning process and implementing the policies set out in the relevant economic and housing strategies. Policy 9 – Work with neighbouring authorities, transport operators and the business sector to exploit the economic benefit of Darlington's strategic location in relation to national and international networks.
Children and Young People's Plan	The current Children and Young People's Plan was adopted by Council in July 2008. It is currently under review and a new strategy will be adopted in June 2011. This will be set within the Council's policy

	framework of LTP3.
	Children and young people have been consulted as part of the development of the Plan and the following outcome was amended to include 'activities' at their request:
	'Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities.'
Sustainable Modes of Travel Strategy	The Sustainable Modes of Travel Strategy was approved by Cabinet in August 2007. It is updated annually. It supersedes the School Travel Plan Strategy.
	A new cross departmental group has been established in light of changes to the structure of the Council to take this agenda forward.
	LTP3 integrates the policies within the Sustainable Modes of Travel Strategy throughout in order to meet the outcome:
	'*To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent*'
	To be delivered through:
	Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;
	Policy 10 – Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance
	Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes.
National Park Management Plan and ANOB Management Plans	N/A

Annex 5

Strategies retained from the Second Local Transport Plan

A number of strategies in LTP2 have been integrated into LTP3 (See Annex 4). The other strategies will be dealt with as follows:

School Travel Plan Strategy	The content of this Strategy has been superseded by the Sustainable Modes of Travel Strategy and will be incorporated into the Children and Young People's Plan.
Bus Strategy	A separate Bus Strategy is no longer required. Public transport is an integral part of LTP3 in terms of outcomes, policies and targets. The minimum service levels to Darlington town centre in terms of service frequency and distance to stops will be retained as part of LTP3 as a guideline for future development[4].
Accessibility Strategy	A separate Accessibility Strategy is no longer required. Accessibility has been included throughout LTP3 in terms of outcomes, policies and targets.
Travel Safety Strategy	The Travel Safety Strategy will be retained until a replacement strategy can be developed, following guidance from Road Safety Team at DfT. This means that the Council's Road Safety Plan for 2000 to 2010 remains in force.
Bus Information Strategy	The Bus Information Strategy in LTP2 will remain Council Policy as part of LTP3. It will be reviewed in 2011 in light of the development of the Bus Information and Marketing Plan as part of the Tees Valley Bus Network Improvement major scheme. It will also be subject to an EQIA and DEIA as access to information has been raised as an issue for disabled people with a broad range of impairments.
Cycling Strategy	A separate cycling strategy is no longer required as cycling, as part of sustainable transport, is integrated throughout LTP3. A vision for cycling and the cycling network will be developed as part of any Local Sustainable Transport Fund and will be integrated into other strategies including the TAMP, NMP and GIS.
Parking Strategy	The draft Parking Strategy[5] in LTP2 was finally approved by Cabinet in June 2009. This is currently being implemented. It will be retained as part of LTP3 and reviewed as required.

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[4] Darlington's Second Local Transport Plan 2006-2011 Annex 10 Table 5.
[5] Darlington's Second Local Transport Plan 2006-2011 Annex 17